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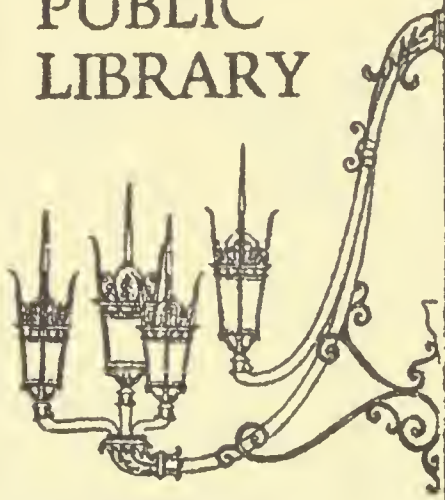
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# EDIC/Boston

Economic Development and Industrial Corporation

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## *Industry in South Boston*

EDIC/Boston  
January, 1989



**Help for Boston Industry; Jobs for Boston's People**

Raymond L. Flynn, Mayor   Marilyn Swartz Lloyd, Director





# ***Industry in South Boston***

***EDIC/Boston  
January, 1989***





## EXECUTIVE SUMMARY

### Industry in South Boston

As an outgrowth of the IPOD Planning Process, the Economic Development and Industrial Corporation of Boston (EDIC/Boston) began working with the South Boston Ad Hoc Group in the Spring of 1988. EDIC, together with the South Boston Ad Hoc Group, and the Boston Transportation Department (BTD), have been working closely together to address the issues and goals relating to industry in the South Boston Industrial Area. This has brought about **Industry in South Boston**.

**Industry in South Boston** provides its readers with a "snapshot" of the existing environment in the South Boston Industrial Area. The study's objectives are to:

- o illustrate the vitality of South Boston's growing industrial economy;
- o indicate the importance of the industrial activity to the City of Boston;
- o demonstrate the interdependence of industries in the Area;
- o clarify the issues which will affect the area; and
- o motivate discussion on the Area's future.

This is supported by analyses conducted by EDIC in 1988. The analyses include a land use, land ownership and industrial firm inventory plus the results from a detailed firm survey. In 1988, EDIC interviewed 116 of the 362 firms in the Area and identified the business needs of the several hundred firms and over 13,000 employees of the South Boston Industrial Area.

### The South Boston Industrial Area

Although commonly perceived as underdeveloped and underutilized, the South Boston Industrial Area is the home of a variety of industrial activities. The Area is full of traditional and "high-tech" manufacturers, and is the home to Boston's cruise terminals, containerport, high fashion apparel makers, fish processors and printers.





Office uses have recently moved across the Summer and Congress Street bridges and now occupy much of the Fort Point Channel area. Along the south side of the Fort Point Channel, newly renovated office buildings, Gillette's Safety Razor Plant and the Fort Point Channel artists all add to the area's diversity. Many people perceive the vitality of this area and overlook the areas to the south and east which boast of many vibrant and diverse manufacturers, trucking firms and wholesale trade operations.

Although the industrial uses have moved out and away from the Channel, industries have expanded to the southern and eastern areas of the Channel, forming the South Boston Industrial Area. Employment has remained relatively constant among the industrial sectors and many firms and industries have flourished in the Area. The Area's manufacturing and wholesale trade firms complement the activities of Downtown Boston, provide vital support to Boston's economy and result in an interdependent and diversified economy.

EDIC's development of the 200 acre\* Marine Industrial Park (MIP) in the South Boston Industrial Area began in 1974 and continues today. It has provided space for many manufacturing and trade firms that left the Fort Point Channel area and has added to the viability of the Area. The MIP is the home of 150 firms with 4,000 workers. Of these, 131 firms are industrial and provide 3,644 industrial jobs in the Area; the remaining firms provide services to the industrial firms.

### **The Industrial Economy**

The South Boston Industrial Economy is composed of 362 industrial firms which provide 13,667 jobs in 8 million square feet of industrial space. It is dominated by the manufacturing sector with 176 firms employing 9,378 workers. The 134 wholesale trade firms employ 2,433 workers and the trucking/transportation sector's 52 firms employ 1,856 workers. These firms contribute a significant number of quality jobs for Boston residents and fulfill important manufacturing, wholesale trade and transportation needs of the City's and the region's economies.

Boston residents occupy 48% of the Area's industrial jobs. Twenty-six percent of the Area's industrial jobs are held by minorities. Sixty-six percent of the jobs are in crafts, operatives or labor occupations. The average annual wage/salary of industrial workers in the Industrial Area is \$25,263. This compares to \$23,745 paid to service workers throughout the City.

\*public roadways account for 46 acres in EDIC's Marine Industrial Park.





### **Locational Advantages of South Boston**

Some important locational factors motivated many of the Area's industrial firms to select the Area as the site for their industrial activities. These factors are:

- o Proximity to customers and suppliers which allows effective interaction between the industries and their customers/suppliers;
- o Proximity to similar businesses and supportive industries;
- o Proximity to port facilities and the waterfront; and
- o Accessibility to transportation network.

### **Changes in the South Boston Industrial Area**

Despite these locational advantages, infrastructure improvements and the shifting economy pose new challenges for the Area's future industrial growth. These changes include:

- o the depression of the Central Artery and the construction of the Third Harbor Tunnel;
- o improvements in the MBTA network; and
- o the continued expansion of Downtown service and finance-insurance-real estate (F.I.R.E.) sectors.

Once the depression of the Central Artery and the construction of the Third Harbor Tunnel are completed, these, plus the MBTA's extended public transit network, will provide further and better access to the South Boston Industrial Area.

The expansion of Downtown into the South Boston Industrial Area will surely add to the number of service and F.I.R.E. jobs in the Area. Creating an area where industrial and commercial uses could coexist could enhance the interrelationship between these sectors. To achieve this ideal scenario of rationalized growth, a better understanding of the needs of industry is required.





## **Goals for Industry in South Boston**

In order to sustain the Area's industrial viability and to encourage its future growth, a set of issues affecting the Industrial Area's future was identified.

These issues were identified in previous meetings of the South Boston Ad Hoc group and have been translated into a set of goals for the future. These goals are:

- o To retain existing industries, particularly those with high growth potential;
- o To rationalize traffic flow away from the residential areas;
- o To define truck routes that will efficiently serve the industrial and commercial land uses of South Boston;
- o To identify new sites for manufacturing and other industrial uses;
- o To develop a transitional area between industrial and residential zones;
- o To designate additional sites for maritime-dependent and supportive industrial uses; and
- o To improve infrastructure and amenities through interagency cooperation.



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## Industry in South Boston

### I. Introduction

South Boston's economy is composed of a unique mixture of interdependent economic activities. The concentration of manufacturing, transportation and trucking, and wholesale trade firms in South Boston makes it the largest and most vibrant industrial area in the City and an integral part of Boston's overall economy. The South Boston Industrial Area fuels both the local South Boston economy and the Boston citywide economy with important manufactured goods and with 13,667 necessary industrial jobs, 48% of which are jobs for Boston residents.

The firms in the South Boston Industrial Area represent a diverse group of traditional and "high-tech" industries. These industries have been grouped based on the Standard Industrial Classification (SIC) code.

These industries are responsible for providing important industrial jobs. The bulk of the Area's employment is provided by the following industries:

- metals: 10 firms with 2,662 employees\*;
- printing and publishing: 69 firms with 2,245 employees;
- wholesale trade: 119 firms with 1,883 employees;
- textile and apparel: 24 firms with 1,698 employees;
- machines and instruments: 12 firms with 1,293 employees; and
- trucking and transportation: 52 firms with 1,856 employees.

The other industries in the Area, namely, fish distribution and processing; food processing; chemicals, glass, and leather; miscellaneous manufacturing; and wood, furniture and paper, have 76 firms and provide 2,030 industrial jobs.

Critical to these industries is their location, i.e. proximity to their suppliers, customers, the port, truck routes, and regional transportation system. Another factor considered significant by South Boston industries is the fact that the concentration of firms in the Area allows them to draw from a pool of skilled labor and to interact with other firms more easily.

**Industry in South Boston** is a study designed to present a "snapshot" of the existing conditions, industrial environment and activities in the South Boston Industrial Area. South Boston's current economic fabric, specifically the value of the interdependent activities of its industries, is addressed. In addition, the factors motivating industrial displacement and relocation are presented in this study.

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\*includes Gillette Safety Razor.





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This study also outlines the issues which are important to the future growth of South Boston's industries. These issues have been translated into goals and are presented in order to motivate future discussions on Industry in South Boston. They were identified through discussions between EDIC and the South Boston Ad Hoc group, composed of representatives from public agencies and private companies in the Area, and through the completion of EDIC's analyses and survey of the firms in the Area.

To analyze the location and movement of industries in the South Boston Industrial Area, the Area's 1,000 acres of land has been divided into five (5) major subareas. **Industry in South Boston** presents the industrial composition, physical inventory and sectoral characteristics for each of the following subareas:

- o Subarea A Fan Pier/Pier Four
- o Subarea B Fort Point Channel/Boston Wharf Properties
- o Subarea C Commonwealth Flats
- o Subareas D,E,F,H Summer Street Industrial Area
- o Subarea G EDIC's Marine Industrial Park

Industry in South Boston is based on the analyses conducted by EDIC in 1988. The analyses include an inventory of zoning, land use, land ownership, and public infrastructure in the South Boston Industrial Area, and an inventory of the industrial firms in the Area. To determine the needs and characteristics of the Area's firms, EDIC conducted interviews with 116 of the Area's 362 firms; this represents a 32% sample.



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### **II. South Boston: The Local Economy**

South Boston's economy is driven principally by industrial firms, and includes a variety of service and finance-insurance-real estate (F.I.R.E.) activities. Of significant importance are South Boston's industrial activities in manufacturing, trucking and transportation, and wholesale trade. Discussions of "South Boston: The Local Economy" refer to the economic activities of the entire geographic area of South Boston (postal offices: 02127 and 02210).

South Boston's industrial firms fuel the economy by providing South Boston and the overall Boston economy with important manufactured goods and vital trucking, transportation and wholesale trade activities which support Boston's economy. South Boston's waterfront access allows for goods to be imported and exported through Conley Terminal, the Fish Pier and other maritime facilities. South Boston's industrial activities also provide many important and varied employment opportunities to Boston's labor force.

#### **A. All Sectors**

South Boston's economy is dominated by industrial activities (manufacturing, wholesale trade and trucking/transportation) which provide production jobs.\* Its economy is influenced by the growth and activities of manufacturing, wholesale trade and transportation firms.

Table 1 shows that in 1985, South Boston's predominantly industrial activities provided 53% of the total jobs in the entire South Boston neighborhood. Of this, 34% were in manufacturing, 7% in transportation, and 12% in wholesale trade. By comparison, 31% of South Boston's jobs were in the service and F.I.R.E. sectors.

Historical data on jobs composition in South Boston, as contained in Table 1, reveal that there has been a shift from manufacturing and wholesale trade to services and F.I.R.E. although industry still provides the bulk of the jobs. From 1980 to 1985, South Boston's industrial firms consistently provided more jobs than the services and F.I.R.E. firms. However, during this 5-year period, there was a 6% drop in industrial jobs as compared to a 46% surge in services and F.I.R.E. jobs.

The 6% drop in industrial jobs is primarily a result of the loss of more than 1,000 wholesale trade jobs in South Boston. The loss in wholesale trade and manufacturing jobs partially offset the increase of 251 jobs in the transportation industry. Employment from manufacturing firms remained about 9,300.

\*Production jobs are jobs in the crafts/mechanical, operatives and labor occupations.





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On the other hand, there was a 46% increase in jobs from the services and F.I.R.E. sectors. The surge in jobs in the services and F.I.R.E. sectors of South Boston is largely influenced by the movement of the services sector into the area. Many industrial buildings have been converted to office space and have drawn many service and F.I.R.E. firms to South Boston. This is most evident in the increasing number of service firms along Summer and Congress Streets in the Fort Point Channel section of South Boston.



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**TABLE 1**  
**SOUTH BOSTON EMPLOYMENT COMPOSITION**  
**1980 & 1985**

<u>Sector</u>	<u>1980</u> <u>Number</u>	<u>% Share</u>	<u>1985</u> <u>Number</u>	<u>% Share</u>	<u>% Change</u> <u>Employment</u>
Construction	1,126	4%	1,192	4%	+5.9%
Manufacturing	9,322	37%	9,307	34%	-0.2%
Transportation/ Public Utilities	1,693	7%	1,944	7%	+14.8%
Wholesale Trade	4,410	18%	3,204	12%	-27.3%
Retail Trade	2,840	11%	3,310	12%	+16.5%
Finance/Insurance/ Real Estate	2,471	10%	3,125	12%	+26.5%
<u>Services</u>	<u>3,167</u>	<u>13%</u>	<u>5,102</u>	<u>19%</u>	<u>+61.1%</u>
Total	25,029	100%	27,184	100%	+ 8.6%

Source: U.S. Department of Commerce, County Business Patterns.





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### **B. Resident Labor Force Composition**

South Boston's residents provide important skilled labor for the industrial activities in South Boston and throughout the City. These activities are specifically concentrated in the manufacturing and trucking/transportation industries. By comparison, the residents of all Boston neighborhoods work mainly in the services sector.

Thirty-four percent of South Boston's labor force are employed in industrial activities. Of these, 17% are employed in manufacturing, 12% in trucking and transportation, and 5% in wholesale trade. This compares to the 27% employed in the services sector and 8% in the F.I.R.E. sector.

Overall Boston residents, on the other hand, are weighted towards employment in the services sector. The services sector has a significant 41% share of overall Boston residents employed in it. Only 26% of Boston's residents are employed in industry. Table 2 displays the employment distribution of the resident labor force for South Boston and all Boston neighborhoods.

Table 3 displays the occupational distribution of South Boston's and Boston's resident labor force. It shows the extent to which the crafts, operatives or labor occupations abundant in the industrial sector provide more job opportunities to South Boston's residents than it's Boston's residents.

Compared to all of Boston, South Boston has a higher share of its residents employed in traditional skilled and crafts production occupations. Twenty-nine percent of South Boston's resident workers hold jobs in the crafts, operatives or labor occupations which are demanded by industry. This compares to 20% of Boston's residents who hold jobs in these production occupations.



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**TABLE 2**  
**EMPLOYMENT DISTRIBUTION OF**  
**SOUTH BOSTON'S AND BOSTON'S RESIDENT LABOR FORCE, 1980,**  
**BY SECTOR, (IN PERCENT)**

<u>Sector</u>	<u>South Boston</u>	<u>Boston</u>
Industrial Sector	34%	26%
Manufacturing	17%	14%
Transportation/Trucking	12%	7%
Wholesale Trade	5%	5%
Construction	3%	3%
Retail Trade	13%	12%
Services	27%	41%
Finance-Insurance-		
Real Estate (F.I.R.E.)	8%	9%
Public Administration	<u>15%</u>	<u>9%</u>
Total	100%	100%

Source: U.S. Bureau of the Census.





**TABLE 3**  
**OCCUPATION OF SOUTH BOSTON'S AND BOSTON'S**  
**RESIDENT LABOR FORCE, 1985**  
**(IN PERCENT)**

<u>Occupation</u>	<u>South Boston</u>		<u>Boston</u>	
Nonproduction Occupations	71%		80%	
Professional/Technical/				
Managerial	20%		36%	
Sales	5%		7%	
Clerical/Secretarial	30%		20%	
Service	16%		17%	
Production Occupations	29%		20%	
Crafts/Mechanical	10%		8%	
Operatives	15%		10%	
Labor	4%		2%	
Total	100%	100%	100%	100%

Source: Boston Redevelopment Authority, 1985 Household Survey.



### **III. South Boston Industrial Area: The Economy**

This section focuses on three important aspects of the South Boston Industrial Area economy. These are:

- o the Area's sectoral composition;
- o the industrial activities for each of the subareas; and,
- o the importance of the Area's economy, specifically, in terms of jobs, economic diversity and industrial interdependence.

The discussion provided in this section is supported by actual data collected from each of the 362 industrial firms in the South Boston Industrial Area.

#### **A. Sectoral Composition in the South Boston Industrial Area**

The South Boston Industrial Area economy is supported by 362 industrial firms located in a 1,000 acre industrial area. This industrial area is bounded by the Fort Point Channel on the west, West Second and East Second Streets on the south and east and the Boston Harbor on the north.

The firms in the South Boston Industrial Area represent a diverse group of traditional and "high-tech" industries, namely: metals; printing and publishing; wholesale trade; textile and apparel; machines and instruments; trucking and transportation; fish distribution; fish processing; food processing; chemicals, glass and leather; miscellaneous manufacturing; and wood, furniture and paper. These industries are grouped together based on the Standard Industrial Classification (SIC) code.

The Area's industrial economy is dominated by 176 manufacturing firms which comprise 49% of the firms and provide 69% of the jobs in the industrial area. The 134 wholesale trade firms comprise 37% of the firms and contribute 18% of the jobs in the Area. The trucking/transportation industry's 52 firms provide 14% of the total industrial jobs in the Area.

These industrial firms occupy 8 million square feet of building space. A large share of building space is occupied by the major growth industries of metals and trucking/transportation. The trucking/transportation and wholesale trade industries contribute 70% of the 7,914 one-way daily truck trips made by the 362 industrial firms in the Area.





TABLE 4  
SOUTH BOSTON'S INDUSTRIAL ECONOMY, BY SECTOR

<u>Industrial Sector</u>	<u>Firms Number</u>	<u>Employees Number</u>	<u>Building Space</u>	<u>Truck Trips</u>
Total Manufacturing	176	9,378	5,080,271	2,384
Trucking/Transportation	52	1,856	1,438,769	2,569
Wholesale Trade	<u>134</u>	<u>2,433</u>	<u>1,506,193</u>	<u>2,961</u>
Total	362	13,667	8,025,233	7,914

Source: EDIC/Boston, 1988 Survey.



### **B. Subarea Composition**

To better understand the economy of the South Boston Industrial Area, analyses of the Area's activities has been divided into subareas. The discussion on the subareas' industrial activities is presented below. A description of land use and land ownership for the following subareas is contained in Section IV of this study. Map 1, contained in Section IV, shows the South Boston Industrial Area marked according to the five major subareas.

#### Subarea A: Fan Pier/Pier Four

The Fan Pier/Pier Four subarea currently contains only one fish distributor, employing 24 workers, and is the home of Anthony's Pier 4 restaurant. The future of this undeveloped waterfront site is in the hands of private developers.

#### Subarea B: Fort Point Channel/Boston Wharf Properties

The masonry industrial buildings constructed around the turn of the century along the Fort Point Channel, Summer Street and Congress Street contain nearly 5 million square feet of building space. The majority of these buildings are owned and operated by the Boston Wharf Company. These buildings have traditionally housed wholesale trade, manufacturing and transportation firms. Many service firms have found homes in the recently renovated office space, pricing out the manufacturing firms that previously occupied the space.

Subarea B houses 48 industrial firms. Manufacturing firms occupy 90% of the nearly one million square feet of building space used by industry in the subarea. The majority of these manufacturers are apparel, textile and printing firms.

Since 1981, conversion of many of the industrial buildings to commercial and office uses has yielded over 1.5 million square feet of renovated office space. Current renovation projects, the largest of which are along Binford Street and Pittsburg Street, will convert 750,000 square feet of industrial space.

In addition, this subarea is the home to the Fort Point Channel Artist's Community which includes 300 artists living and working in the industrial lofts of many of the area's buildings.





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### Subarea C: Commonwealth Flats

The Commonwealth Flats is the primary fish processing and distribution center in the City of Boston. This activity is centered around the Fish Pier and accounts for the bulk of the subarea's employment.

Of the subarea's 19 manufacturers, 16 are fish processors. Five of the subarea's 8 wholesale trade firms distribute fish products, while the remaining 3 are distributors of wallpaper and related products.

### Subareas D, E, F, and H: Summer Street Industrial Area

The 155 firms located in the Summer Street Industrial Area make up 43% of the 362 industrial firms in the Area. The 7,832 workers employed by these firms contribute 57% of the jobs in the South Boston industrial economy.

Manufacturing activities dominate the economy of the Summer Street Industrial Area, as seen in the significant 53% share of manufacturing jobs. Of specific significance are the 2,440 manufacturing jobs provided by Gillette's Safety Razor plant.

Subarea D is predominantly occupied by manufacturing firms, with some wholesale trade firms. The subarea's manufacturing jobs are largely provided by the Gillette Safety Razor facility.

Subarea E's industrial firms generate the most truck trips (1,839) in the Summer Street Industrial Area. The trucking/transportation industry accounts for 40% of the 55 firms located in subarea E and 53% of the truck trips generated by the subarea's firms.

A mix of manufacturing, wholesale trade and trucking/transportation activities and jobs are generated by subarea F's 16 manufacturing, 10 trucking/transportation, and 7 wholesale trade firms.

Subarea H's economy is centered around the manufacturing and wholesale trade activities at the Kings Terminal, the wholesale trade activities of Belcher Oil, a distribution terminal for oil, and the trucking/transportation activities at the Conley Terminal, the containerport in South Boston and the point of origin and destination of many trucks in the Area.



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### Subarea G: EDIC's Marine Industrial Park

EDIC's Marine Industrial Park (MIP) is located in subarea G of the South Boston Industrial Area. The MIP is the home of 150 firms, of which 131 are industrial firms which provide 3,644 industrial jobs in the Area. The 3,644 industrial jobs in the MIP comprise 27% of all industrial jobs in the South Boston Industrial Area.



**TABLE 5**  
**INDUSTRIAL COMPOSITION OF SUMMER STREET INDUSTRIAL AREA,**  
**AREA SOUTH OF SUMMER STREET, SUBAREAS D,E,F,H, BY SECTOR**

Subarea D	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	17	74%	2,991	94%	1,510,400	145
Trucking/Transportation	0	0%	0	0%	0	0
Wholesale Trade	6	26%	189	6%	267,500	211
TOTAL	23	100%	3,180	100%	1,777,900	356

Subarea E	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	27	49%	1,488	64%	775,850	474
Trucking/Transportation	22	40%	662	28%	271,990	969
Wholesale Trade	6	11%	185	8%	141,792	396
TOTAL	55	100%	2,335	73%	1,189,632	1,839

Subarea F	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	16	48%	219	55%	200,250	77
Trucking/Transportation	10	30%	83	21%	47,020	473
Wholesale Trade	7	21%	96	24%	33,537	58
TOTAL	33	100%	398	100%	280,807	608





**TABLE 5 (con't)**  
**Industrial Composition of Summer Street Industrial Area**  
**Area South of Summer Street, Subareas D,E,F,H, By Sector**

Subarea H	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	20	45%	542	28%	254,474	166
Trucking/Transportation	16	36%	791	41%	207,800	736
Wholesale Trade	8	24%	586	31%	48,125	710
TOTAL	44	100%	1,919	100%	510,399	1,612

Subarea D,E,F,H	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	80	52%	5,240	67%	2,740,974	862
Trucking/Transportation	48	31%	1,536	20%	526,810	2,178
Wholesale Trade	27	17%	1,056	13%	490,954	1,375
TOTAL	155	100%	7,832	100%	3,758,738	4,415

Source: EDIC/Boston, 1988 Survey



**TABLE 6**  
**INDUSTRIAL COMPOSITION OF AREA NORTH OF SUMMER STREET**  
**SUBAREA A,B,C,G, BY SECTOR**

Subarea A	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	0	0%	0	0%	0	0
Trucking/Transportation	0	0%	0	0%	0	0
Wholesale Trade	<u>1</u>	<u>100%</u>	<u>24</u>	<u>100%</u>	<u>6,000</u>	<u>25</u>
TOTAL	1	100%	24	100%	6,000	25

Subarea B	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	43	90%	1,177	93%	857,976	446
Trucking/Transportation	1	2%	2	0%	100	6
Wholesale Trade	<u>4</u>	<u>8%</u>	<u>93</u>	<u>7%</u>	<u>95,896</u>	<u>116</u>
TOTAL	48	100%	1,272	100%	953,972	568

Subarea C	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	19	70%	629	70%	341,440	470
Trucking/Transportation	0	0%	0	0%	0	0
Wholesale Trade	<u>8</u>	<u>30%</u>	<u>266</u>	<u>30%</u>	<u>122,529</u>	<u>446</u>
TOTAL	27	100%	895	100%	463,969	916





**TABLE 6 (con't)**  
**Industrial Composition of Area North of Summer Street**  
**Subarea A,B,C,G, By Sector**

Subarea G	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	34	26%	2,332	64%	1,139,881	606
Trucking/Transportation	3	2%	318	9%	911,859	385
Wholesale Trade	94	72%	994	27%	790,814	999
TOTAL	131	100%	3,644	100%	2,842,554	1,990

Subarea A,B,C,G	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Total Manufacturing	96	46%	4,138	71%	2,339,297	1,522
Trucking/Transportation	4	2%	320	5%	911,959	391
Wholesale Trade	107	52%	1,377	24%	1,015,239	1,586
TOTAL	207	100%	5,835	100%	4,266,495	3,499

Source: EDIC/Boston, 1988 Survey



**C. Importance of the South Boston Industrial Area**

Number of Jobs

The importance of the South Boston Industrial Area is seen in the employment it provides the people, particularly, the residents of the City of Boston. The economy of the South Boston Industrial Area provides employment to some 13,667 individuals, 48% of whom are Boston residents.

Nearly three-fourths of the industrial area's jobs are provided by the Area's 176 manufacturing firms. Half of the Area's jobs are provided by the metals, printing/publishing, and textile/apparel industries. These three industries are responsible for 50% of the jobs in the Area, while comprising 55% of the Area's industrial firms.

Many important jobs are also provided by the Area's trucking/transportation and wholesale trade and distribution firms. They comprise 51% of the Area's firms and contribute 31% of the Area's jobs.

Table 7 details the industrial composition of South Boston's industrial economy. It shows the industrial distribution of firms and jobs as well as the amount of building space and daily one-way truck trips generated by each industry. This information was collected from each of the Area's 362 firms and is actual, not estimated.



**TABLE 7**  
**INDUSTRIAL COMPOSITION OF SOUTH BOSTON'S INDUSTRIAL ECONOMY, 1988**  
**SOUTH BOSTON INDUSTRIAL AREA -- SUBAREAS A,B,C,D,E,F,G,H**

Industry	Firms		Employees		Building Space	Truck Trips
	Number	Percent	Number	Percent		
Metals*	10	3%	2,662	19%	1,485,500	139
Printing/Publishing	69	19%	2,245	16%	1,183,495	875
Wholesale Trade	119	33%	1,883	14%	1,267,741	2,303
Textile/Apparel	24	7%	1,698	12%	811,650	226
Machines/Instruments	12	3%	1,293	9%	311,259	181
Trucking/Transportation	52	14%	1,856	14%	1,438,769	2,569
Fish Distribution	15	4%	550	4%	238,452	658
Fish Processing	16	4%	496	4%	244,040	353
Miscellaneous Food Processing	9	2%	290	2%	334,517	301
Chemicals/Glass/Leather	9	2%	277	2%	240,700	52
Miscellaneous Manufacturing	12	3%	270	2%	265,505	86
Wood/Furniture/Paper	15	4%	147	1%	203,605	171
<b>TOTAL</b>	<b>362</b>	<b>100%</b>	<b>13,667</b>	<b>100%</b>	<b>8,025,233</b>	<b>7,914</b>

\*Includes Gillette Safety Razor.

Source: EDIC/Boston, 1988 Survey





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### Growth of Jobs

The Area's industries have been responsible for providing many jobs to the people of Boston. Using EDIC's 1988 survey of industrial firms, we can derive the 10-year historical employment growth of the industries in the South Boston Industrial Area. Table 8 reveals an employment expansion of currently operating firms in the Area.

From 1977 to 1987, industrial employment in the Area grew by 19%. However, the rate of growth for jobs slowed down from 1983 to 1987. This is manifested in the 6% increase in jobs among the surveyed firms during that 4-year period.

Each of the industries in the South Boston Industrial Area experienced rapid growth over the 1977-1987 period. The largest employment increases were experienced by the following industries:

- printing/publishing (493 jobs),
- trucking/transportation (322 jobs),
- machine/instruments (258 jobs),
- wholesale trade (183 jobs), and
- textiles/apparels (130 jobs).

The only industry which did not expand employment was the metals industry. The metals industry includes metal fabricators and primary metal manufacturers; the industry is dominated by Gillette which manufactures razor blades and related products. This industry has consistently been the largest contributor of jobs in the Area. The over 2,000 jobs which are currently being provided by the firms in the metals industry is 17% less than the level in 1977. This decline represents a plant modernization program which yields greater output with less workers.



**TABLE 8**  
**EMPLOYMENT GROWTH OF INDUSTRIES IN THE SOUTH BOSTON INDUSTRIAL AREA**  
**SURVEYED FIRMS**

Industry	Employment		1977-1987		Sample Size %
	1977	1987	Employment Number	Change Percent	
Printing/Publishing	569	1,062	493	87%	39%
Trucking/Transportation	310	632	322	104%	33%
Machines/Instruments	1	259	258	25800%	33%
Wholesale Trade	149	332	183	123%	10%
Textile/Apparel	648	778	130	20%	42%
Fish Distribution	237	297	60	25%	60%
Miscellaneous Food Processing	116	160	44	38%	44%
Wood/Furniture/Paper	33	76	43	130%	40%
Fish Processing	428	451	23	5%	88%
Chemicals/Glass/Leather	167	186	19	11%	67%
Miscellaneous Manufacturing	75	80	5	7%	17%
Metals	3,008	2,492	-516	-17%	50%
Total	5,741	6,805	1,064	19%	32%

Source: EDIC/Boston, 1988 Survey





#### **IV. South Boston Industrial Area: The Physical Inventory**

The South Boston Industrial Area was a tidal marsh located north of First Street extending from Fort Point to Castle Island. This area was filled and developed during the late 19th and early twentieth century. The Area's geography determined the land uses in the past. The waterfront access led to the importance of South Boston as a maritime center: water transportation and related trade, military ship building and repair, and fish processing.

As the traditional manufacturing uses in the Area declined, the Port waned and the service sector's uses began to replace the traditional manufacturing uses. However, in recent years, not only has the Port been revived through the increased containerport activities, but new types of manufacturing activities play an increasingly important role in the Area. This is a result of the Area's proximity to the experienced labor force of Central and South Boston and proximity to the growing Downtown economy.

The geography of the South Boston Industrial Area has played an important role in the development of the current industrial activities and land. The physical characteristics to be considered are the buildings and land, the land uses and owners, the zoning categories and the access for trucks and workers.

##### **A. The Area**

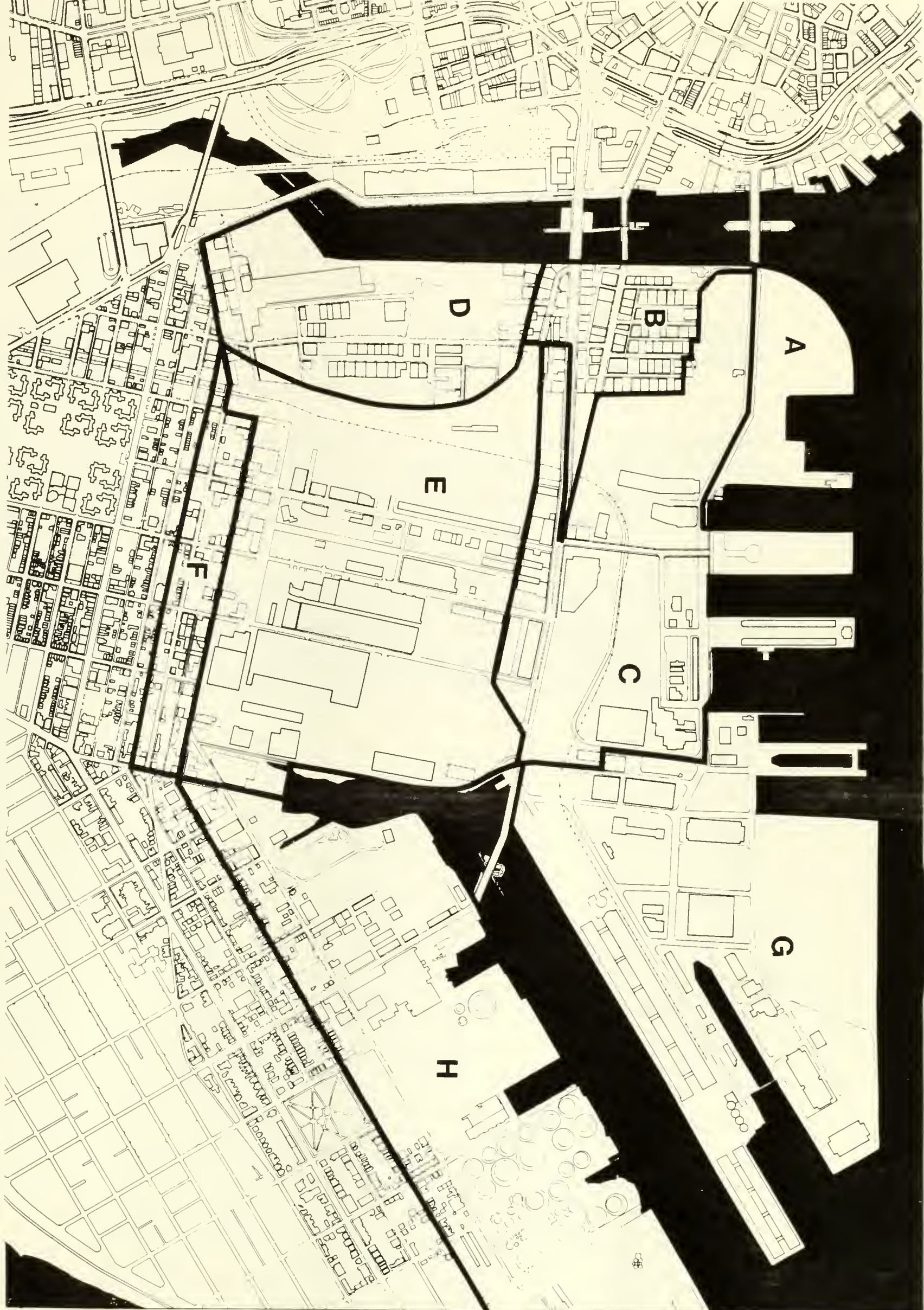
The 1,000 acre South Boston Industrial Area is bounded by: West Second Street north to Boston Harbor, and Fort Point Channel east to Conley Terminal.

To further consider industrial composition and land use, the South Boston Industrial Area is divided into eight subareas. These are displayed in Map 1 and are identified as:

Subarea A	Fan Pier/Pier Four;
Subarea B	Fort Point Channel/Boston Wharf Properties;
Subarea C	Commonwealth Flats;
Subareas D,E,F,H	Summer Street Industrial Area; and,
Subarea G	EDIC's Marine Industrial Park.







MAP 1



INDUSTRY IN SOUTH BOSTON  
THE SOUTH BOSTON INDUSTRIAL  
AREA; BY SUBAREA

Raymond L. Flynn  
Mayor  
Stuart J. Vidockler  
Chairman  
Marilyn Swartz Lloyd  
Director

**EDIC/Boston**  
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## **Industry in South Boston**

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### **B. Building Heights**

A survey was conducted to map the building heights in the South Boston Industrial Area. Map 2 indicates a grouping of building heights in certain subareas. The groupings of 1, 2 or 3 story buildings are predominant in subareas C and E, except along Summer Street which is occupied by 6, 7 or 9 story buildings.

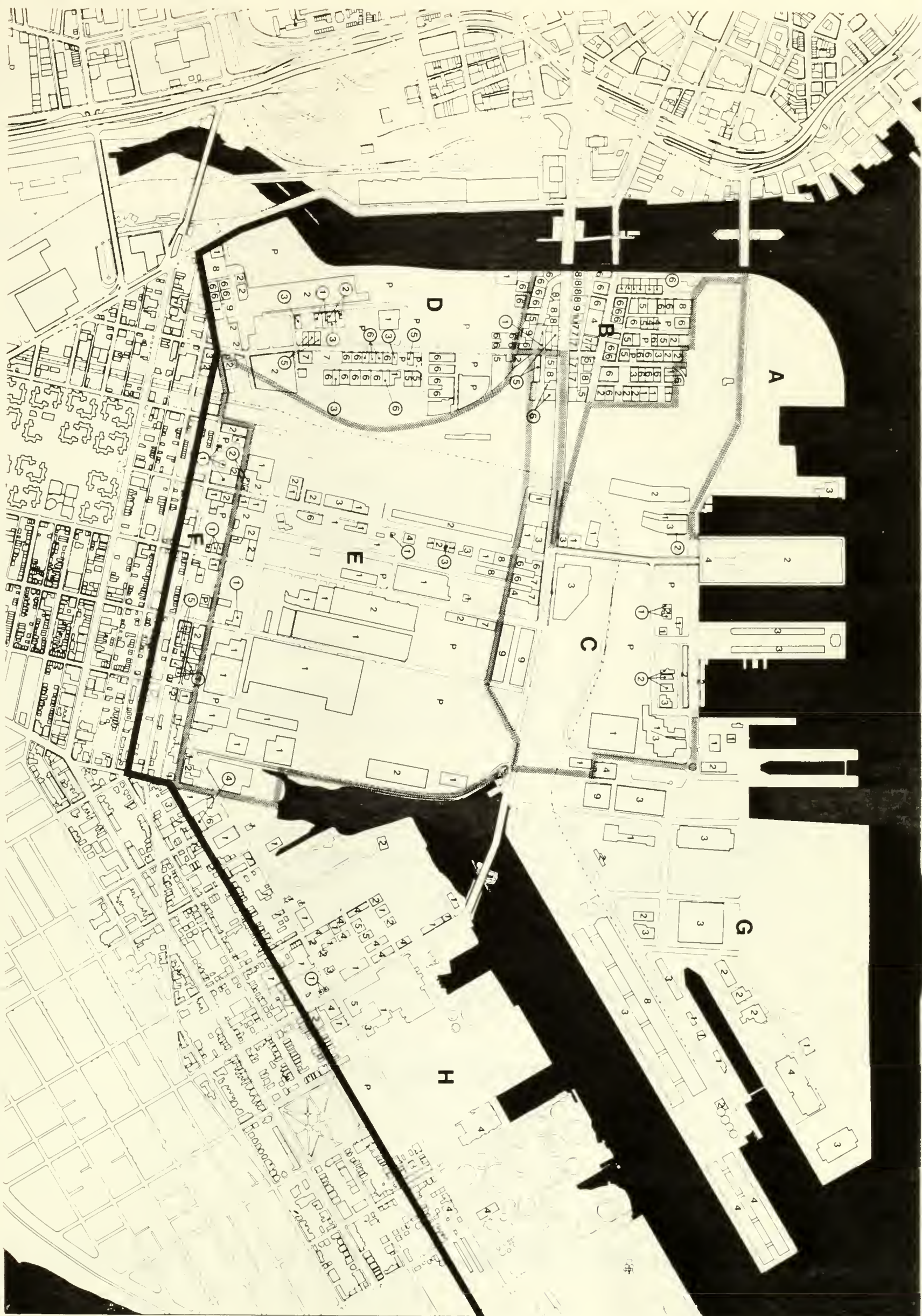
The structures in subarea B and D are dominated by the 5-8 story buildings owned by the Boston Wharf Company. These buildings were constructed in the early twentieth century and create a special architectural environment.

Subarea H is a diverse area and includes the Belcher Oil Tanks, Conley Terminal and Ryan Elliot Company's Kings Terminal. No buildings stand in the northeastern section of the subarea. Ryan Elliot Company's Kings Terminal stands in the southwestern corner of the subarea and comprises a mixture of 1-5 story buildings.

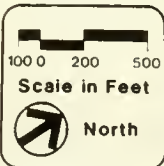
EDIC's Marine Industrial Park in subarea G is largely occupied by 2, 3, and 4-story buildings, except for one 8-story building which houses the Bronstein Industrial Center, the Design Center, and the Drydock Center and one 9-story building known as EDIC's Building 32. The two 4-story buildings by the Reserved Channel house Massport's Buildings 117 and 118 and are occupied by plywood and food distributors.







MAP 2



## INDUSTRY IN SOUTH BOSTON

## BUILDING HEIGHTS IN STORIES

Raymond L. Flynn  
Mayor

Stuart J. Vidockler  
Chairman

Marilyn Swartz Lloyd  
Director

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### **C. Zoning**

The land in the South Boston Industrial Area is currently zoned only for industrial and maritime uses. The specific zoning categories in place in the Area are:

#### General Industrial (I):

The I Zone, which is the least restrictive industrial zone, allows most industrial activities. No height restrictions are applicable although floor to area ratio (FAR)\* of two (2) is applied. Activities allowed in an I zone include:

- o fish processing (not curing, smoking, and drying);
- o small retail shops and professional offices;
- o apparel manufacturing;
- o outdoor storage of dismantled vehicles;
- o warehousing; etc.

Conditional Uses include:

- o wrecking and dismantling of motor vehicles;
- o temporary dwelling structures; etc.

#### Manufacturing (M):

The M Zone is for restricted manufacturing activities. It has 1, 2, 4, and 8 FAR categories, with a height restriction of two and a half stories applied only in the M-1 zone. It is more restrictive than the General Industrial (I) zone. It does not allow outdoor storage of second hand or "debris" building materials.

In addition to manufacturing uses, other allowed uses in the Manufacturing (M) Zone include:

- o wholesale and small retail trade establishments;
- o parking lots, etc.

---

\*Floor to area ratio (FAR) is the ratio between the amount of floor space in a building to the size of the lot on which the building is located.





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Conditional uses include:

- o temporary dwelling structures;
- o multi-family dwellings;
- o outdoor storage of dismantled vehicles, etc.

Wrecking and dismantling of motor vehicles is forbidden.

### Waterfront Industrial (W):

The W Zone applies to the industrial classification which permits only water-dependent industrial uses such as storage, warehouse and wholesale trade activities requiring access to the harbor. It has a maximum FAR of 2 with no height limit imposed.

### Maritime Economy Reserve (MER) Zone

The Maritime Economy Reserve (MER) Zone is the newest zoning classification which further restricts the W zone for maritime-dependent industrial use. This protects and supports maritime and waterborne commerce such as container shipping, ship repair, and freight terminal activities; and structures of the Port such as the piers, docks and wharves which are necessary to conduct maritime and waterborne commerce operations.

Maritime-dependent industrial uses include:

- o marine terminals and related structures involved in the transfer between ship and shore of goods and/or passengers transported in waterborne commerce;
- o manufacturing facilities relying on shipments of goods by waterborne commerce;
- o wharves, piers, docks, and processing and storage facilities for the commercial fishing industry; and
- o dry docks and other facilities related to the construction, servicing, storage, maintenance, or repair of vessels and other marine structures.



Designated Port Area

Designated Port Area, as regulated by the State, is a type of zoning for the Harbor and is directly related to the Area's maritime economy.

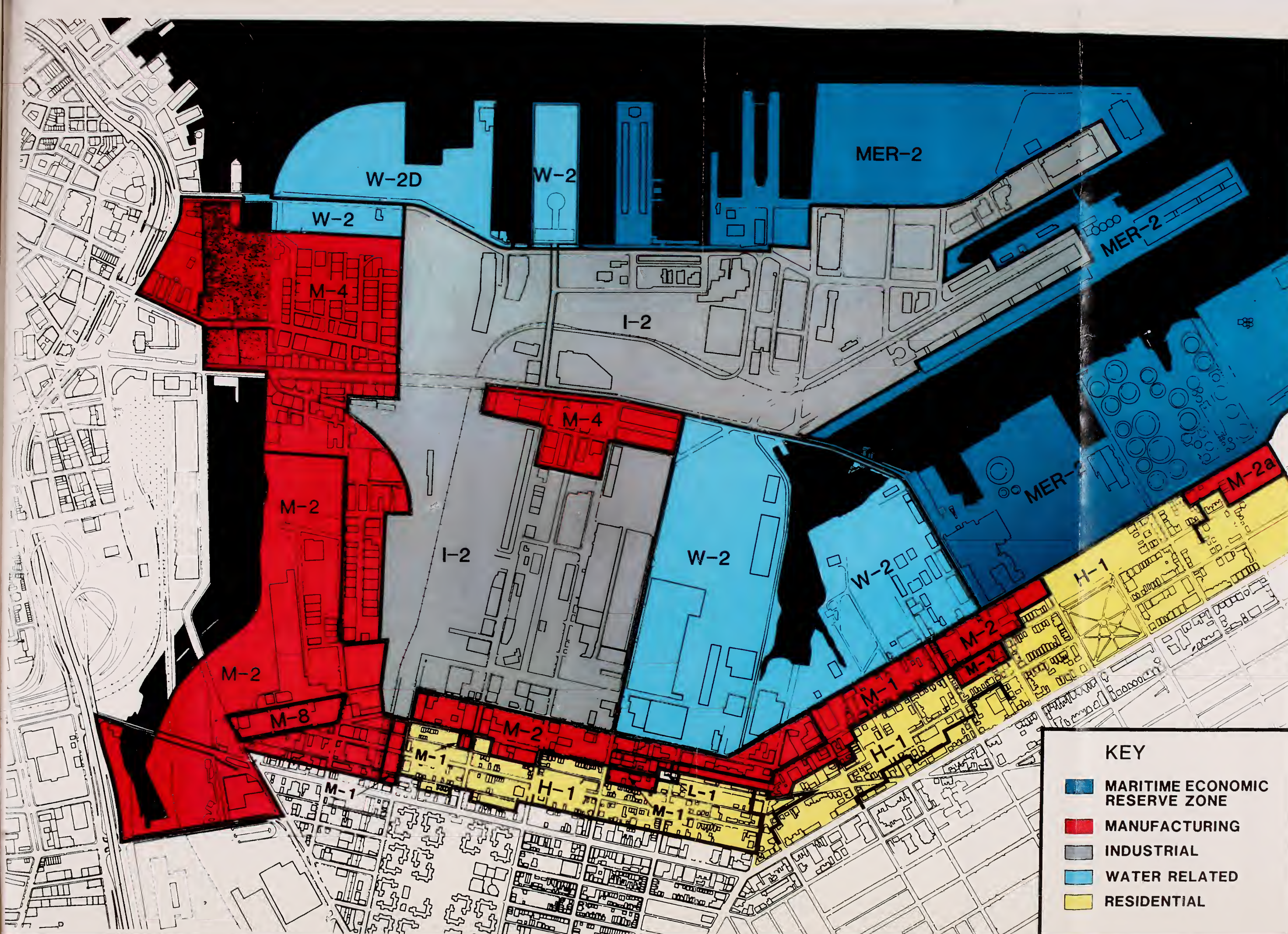
Designated Port Areas are the strongholds for Port-related activities.

They are generally reflected in a W-2 zoning landside.

The Zoning Districts Map, Map 3, illustrates the current location of these zoning categories, including the areas under the MER Zone.



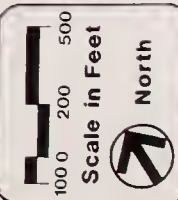




**KEY**

- MARITIME ECONOMIC RESERVE ZONE
- MANUFACTURING
- INDUSTRIAL
- WATER RELATED
- RESIDENTIAL

MAP 3



INDUSTRY IN SOUTH BOSTON

ZONING DISTRICTS MAP

Raymond L. Flynn  
Mayor

Stuart J. Vidockler  
Chairman

Marilyn Swartz Lloyd  
Director

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Subarea A, the site of the Fan Pier/Pier 4, is completely zoned as W-2.

Subarea B is where the Boston Wharf properties are located. It is zoned as M-4, and is used for light manufacturing activities. The existing industrial uses are consistent with zoning.

Subarea C, the Commonwealth Flats, has zonings of W-2 and I-2. The W-2 zone, located along the Boston Harbor, is used for the maritime activities of several fish and seafoods processors and distributors located north of Northern Avenue and on the Fish Pier. Subarea C's I-2 zone is located between Ramp Avenue and Summer Street. A mix of leather, printing, and metal manufacturers and wholesale trade firms are located here.

Subareas D, E, F, and H, also known as the Summer Street Industrial Area (subareas south of Summer Street) have zonings of M-2, M-8, I-2, W-2, and MER-2. Subareas D, F, and the portion of H located on Second Street are largely zoned as M-2. The entire subarea E is an I-2 zone; the greater part of subarea H is zoned W-2 and MER.

Twenty-seven manufacturers, 6 wholesale trade firms and 22 trucking firms are located in subarea E's I-2 zone. Much of subarea H, located by the Reserved Channel, is a MER-2 zone.

A large part of subarea G is zoned as I-2 while the portion by the Reserved Channel and the subarea's northern section are zoned MER-2. The Marine Industrial Park, located in subarea G, is the home of several manufacturers and trucking firms in the I-2 zone. The majority of the subarea's MER-2 zone is occupied by Subaru, maritime warehouses, and a cement terminal.

### **D. Land Use**

The Area's land use is primarily industrial, supplemented by office and commercial uses along Summer Street and Congress Street. The 1,000 acre South Boston Industrial Area has a land use composition of 477 acres for industrial uses (145 acres of which is for manufacturing, 171 acres for trucking/transportation, 161 acres for wholesale trade), 198 acres used for office, commercial and other purposes, 110 acres parking, and 44 acres vacant parcels. The remaining 171 acres of land are used for public roadways and some Harbor water.

The 198 acres of the Area's land which are used for "other" activities include land used for office space, commercial activities, public utilities such as Boston Edison, and other non-industrial activities.



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Of the South Boston Industrial Area's total land, over half is located in subareas D, E, F, and H, also known as the Summer Street Industrial Area, located south of Summer Street. Over fifty percent of the Summer Street Industrial Area's land is used by manufacturing, wholesale trade, and trucking/transportation firms.

The Summer Street Industrial Area has 28.3% of its land used for "other" activities. Much of the "other" uses is for back office use to support industrial activities in the subarea. Examples of "other" uses for the subarea's land are construction contractors and garage uses.

Subareas A, B, C, and G, located north of Summer Street, occupy 334 acres of the South Boston Industrial Area's 1,000 acres of land. The subareas' land use is primarily industrial, specifically wholesale trade and manufacturing, and has a large share of land which is either vacant or used for short term parking waiting to be developed.

The details of the land use distribution in the South Boston Industrial Area are displayed in Table 9.

The land use map, Map 4, illustrates the location and extent of the area under each of the industrial land use categories described above. A building or parcel of land which has more than one industrial use is shaded in more than one corresponding color. The letter "O" indicates "other" uses.





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**TABLE 9**  
**SOUTH BOSTON INDUSTRIAL LAND USE, BY SUBAREA**

<u>Subarea D</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent D,E,F,H</u>	<u>Percent All</u>
Manufacturing	31.68	59.0%	6.4%	3.8%
Wholesale Trade	1.22	2.3%	0.2%	0.1%
Transportation	0.00	0.0%	0.0%	0.0%
Other	7.60	14.2%	1.5%	0.9%
Parking*	3.18	24.6%	2.7%	1.6%
Vacant	<u>0.00</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total	53.67	100.0%	10.8%	6.5%

<u>Subarea E</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent D,E,F,H</u>	<u>Percent All</u>
Manufacturing	21.97	13.7%	4.4%	2.6%
Wholesale Trade	25.11	15.7%	5.1%	3.0%
Transportation	50.73	31.7%	10.2%	6.1%
Other	25.55	16.0%	5.2%	3.1%
Parking*	29.78	18.6%	6.0%	3.6%
Vacant	<u>6.91</u>	<u>4.3%</u>	<u>1.4%</u>	<u>0.8%</u>
Total	160.06	100.0%	32.3%	19.3%

<u>Subarea F</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent D,E,F,H</u>	<u>Percent All</u>
Manufacturing	4.68	21.6%	0.9%	0.6%
Wholesale Trade	2.94	13.5%	0.6%	0.4%
Transportation	3.31	15.2%	0.7%	0.4%
Other	7.02	32.3%	1.4%	0.8%
Parking*	0.30	1.4%	0.1%	0.0%
Vacant	<u>3.47</u>	<u>16.0%</u>	<u>0.7%</u>	<u>0.4%</u>
Total	21.72	100.0%	4.4%	2.6%





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<u>Subarea H</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent D,E,F,H</u>	<u>Percent All</u>
Manufacturing	8.47	3.3%	1.7%	1.0%
Wholesale Trade	36.62	14.1%	7.4%	4.4%
Transportation	111.13	42.7%	22.4%	13.4%
Other	9.91	38.4%	20.2%	12.0%
Parking*	0.71	0.3%	0.1%	0.1%
Vacant	<u>3.21</u>	<u>1.2%</u>	<u>0.6%</u>	<u>0.4%</u>
Total	260.06	100.0%	52.5%	31.4%

<u>Subarea D,E,F,H</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent All</u>
Manufacturing	66.80	13.5%	8.1%
Wholesale Trade	65.89	13.3%	7.9%
Transportation	165.17	33.3%	19.9%
Other	140.08	28.3%	16.9%
Parking*	43.96	8.9%	5.3%
Vacant	<u>13.59</u>	<u>2.7%</u>	<u>1.6%</u>
Total	495.50	100.0%	59.7%

<u>Subarea A</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent A,B,C,G</u>	<u>Percent All</u>
Manufacturing	0.00	0.0%	0.0%	0.0%
Wholesale Trade	0.14	0.5%	0.0%	0.0%
Transportation	0.00	0.0%	0.0%	0.0%
Other	0.23	0.9%	0.1%	0.0%
Parking*	25.28	98.6%	7.6%	3.0%
Vacant	<u>0.00</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
Total	25.64	100.0%	7.7%	3.1%



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<u>Subarea B</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent A,B,C,G</u>	<u>Percent All</u>
Manufacturing	5.88	22.3%	1.8%	0.7%
Wholesale Trade	2.96	11.2%	0.9%	0.4%
Transportation	0.25	1.0%	0.1%	0.0%
Other	14.53	55.2%	4.4%	1.8%
Parking*	1.47	5.6%	0.4%	0.2%
Vacant	<u>1.24</u>	<u>4.7%</u>	<u>0.4%</u>	<u>0.1%</u>
Total	26.33	100.0%	7.9%	3.2%

<u>Subarea C</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent A,B,C,G</u>	<u>Percent All</u>
Manufacturing	17.75	13.9%	5.3%	2.1%
Wholesale Trade	12.56	9.8%	3.8%	1.5%
Transportation	0.00	0.0%	0.0%	0.0%
Other	38.96	30.5%	11.7%	4.7%
Parking*	30.62	24.0%	9.2%	3.7%
Vacant	<u>27.71</u>	<u>21.7%</u>	<u>8.3%</u>	<u>3.3%</u>
Total	127.59	100.0%	38.2%	15.4%

<u>Subarea G</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent A,B,C,G</u>	<u>Percent All</u>
Manufacturing	54.20	35.1%	16.2%	6.5%
Wholesale Trade	79.68	51.6%	23.9%	9.6%
Transportation	6.06	3.9%	1.8%	0.7%
Other	4.59	3.0%	1.4%	0.6%
Parking*	8.20	5.3%	2.5%	1.0%
Vacant	<u>1.61</u>	<u>1.0%</u>	<u>0.5%</u>	<u>0.2%</u>
Total	154.34	100.0%	46.2%	18.6%





## Industry in South Boston

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<u>Subarea A,B,C,G</u>	<u>Acres</u>	<u>Percent Subarea</u>	<u>Percent All</u>
Manufacturing	77.82	15.7%	9.4%
Wholesale Trade	95.34	19.2%	11.5%
Transportation	6.31	1.3%	0.8%
Other	58.31	11.8%	7.0%
Parking*	65.56	13.2%	7.9%
Vacant	<u>30.56</u>	<u>6.2%</u>	<u>3.7%</u>
Total	333.91	100.0%	40.3%

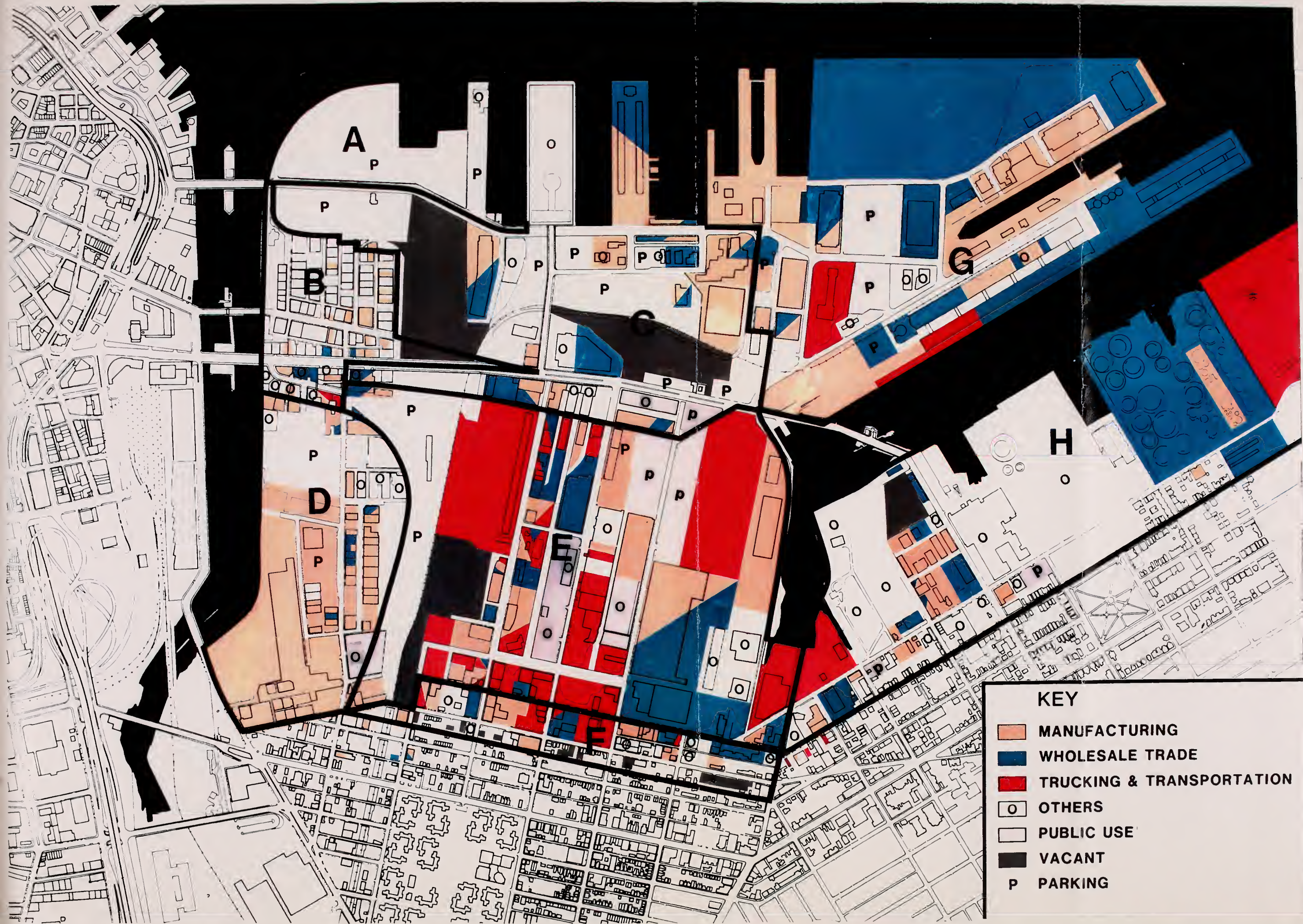
<u>South Boston All Subareas</u>	<u>Acres</u>	<u>Percent All</u>
Manufacturing	144.60	17.4%
Wholesale Trade	161.23	19.4%
Transportation	171.49	20.7%
Other	198.39	23.9%
Parking*	109.53	13.2%
Vacant	<u>44.15</u>	<u>5.3%</u>
Total	829.41	100.0%

\*Parking includes employee parking and/or commuter parking. Please see text.

Source: EDIC/Boston, 1988 Land Use Study







**KEY**

- MANUFACTURING
- WHOLESALE TRADE
- TRUCKING & TRANSPORTATION
- OTHERS
- PUBLIC USE
- VACANT
- P PARKING

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Raymond L. Flynn  
Mayor  
Stuart J. Vidockler  
Chairman  
Mariya Swartz Lloyd  
Director

INDUSTRY IN SOUTH BOSTON

**LAND USE MAP**

MAP 4

100 0 200 500  
Scale in Feet

North





## Industry in South Boston

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### Vacant Parcels

A common misperception is that the South Boston Industrial Area contains vast amounts of vacant and underutilized land. The opposite is true: only 5% (44.15 acres) of the land in the South Boston Industrial Area is vacant. The majority of the Area's vacant land (30.56 acres) is located in the subareas north of Summer Street. In the Summer Street Industrial Area, the subareas south of Summer Street, only 14 acres are vacant and without a proposed development plan.

The subareas north of Summer Street contain 31 acres of vacant land, 28 acres of which are in subarea C. A portion of currently vacant land will be acquired by the Massachusetts Department of Public Works (MDPW) for the construction of the Seaport Access Road.

The Summer Street Industrial Area includes very little vacant land: 14 acres or 2% of the total South Boston Industrial Area land. Subarea D does not contain any vacant land, although some sites are commonly perceived as vacant. A large parcel near The Channel nightclub in subarea D is used for parking and is owned by the Boston Wharf Company; it serves the industrial/office mixed use buildings in the Area.

The two large vacant parcels located along Summer Street in subareas H and E, respectively, are:

- o 3.2 acre site owned by Ryan Elliot available for development, and
- o 6.9 acre site east of the Conrail yard and north of Louis Street currently used as dumping grounds for demolished building materials.

The remaining 3.5 acres of vacant space in the Summer Street Industrial Area are located in subarea F and are small parcels of land.

### Parking

A false image of underutilized land is created by the large parcels of land used for both trucking/transportation and wholesale trade activities, as well as for parking. These firms have a requirement for "yard" spaces to accommodate the regional outdoor uses.

Parking in the South Boston Industrial Area occupies 110 acres of land. This land is primarily concentrated in the densely industrial sectors of subareas D and E and is largely used by the thousands of workers employed in the South Boston Industrial Area as well as in the Downtown Boston area.





## **Industry in South Boston**

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The 17-acres of space used for parking by United States Postal Service (USPS) workers and for parking of trucks are located off Summer Street adjacent to the old Conrail yards. This site is commonly perceived as vacant land, yet according to the United States Postal Service, it is required for their activities.

The same is true of the 11 acre Boston Freight Terminal site adjacent to the USPS site, which is integral to the operations of the terminal. In addition, the parcels north of Mount Washington Street in subarea D are currently used as parking, and are slated for development by the owners, Gillette and the Boston Wharf Company.

Of the 110 acres of land used for parking in the South Boston Industrial Area, 66 acres are located in the subareas north of Summer Street. The bulk of these 66 acres are located in subarea A (25 acres) and subarea C (31 acres). Subarea A's Fan Pier/Pier Four site is predominantly composed of 25 acres used for parking.

Currently, the entire Area is designated as a restricted parking district: additional parking requires approval from the Zoning Board of Appeals.

### **E. Land Ownership**

Government agencies or authorities own 482 acres of the land in the South Boston Industrial Area. Subareas C, G and H, which include the Commonwealth Flats, the Marine Industrial Park and the Conley Terminal are predominantly owned by government entities and include the principal maritime activities of the Area.

The Massachusetts Port Authority (Massport) is the largest public sector land owner in the Area, owning 248 acres of the Area's total land. The Economic Development and Industrial Corporation of Boston (EDIC/Boston) is the second largest public sector owner. All privately owned properties total 347 acres of the total area in the South Boston Industrial Area. Table 10 displays the ownership distribution of the Area's land.

The public ownership of land has helped promote maritime activities in the Area. Massport owns and operates the Fish Pier and Conley Terminal and other maritime facilities. EDIC owns a significant amount of land for direct waterfront uses including General Ship, Coastal Cement, Pier 7, Subaru, Drydock #3, and Berth 10.

Subarea E, located south of Summer Street, also has significant land under government ownership. Massport, the Massachusetts Department of Public Works and the Federal Government own nearly 100 acres of the subarea's 160 acres of land. Some of the land in subarea E, such as that of the Boston Freight Terminal, support maritime activities.



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Subareas A, B, and F are entirely owned by private companies or individuals. The 25 acre parcel in subarea A, which is currently used as parking and is owned by two private organizations, was planned for private development in 1987 but is now delayed due to litigation. Subarea B is primarily owned by the Boston Wharf Company with a number of smaller owners; subarea F includes a number of owners of private industrial companies and private residences.

The privately owned Gillette Safety Razor plant dominates subarea D's 54 acre land. In addition, the United States Postal Service owns a garage and the Boston Wharf Company owns a number of buildings along A Street.





**TABLE 10**  
**LAND OWNERSHIP OF THE SOUTH BOSTON INDUSTRIAL AREA,**  
**BY SUBAREA**

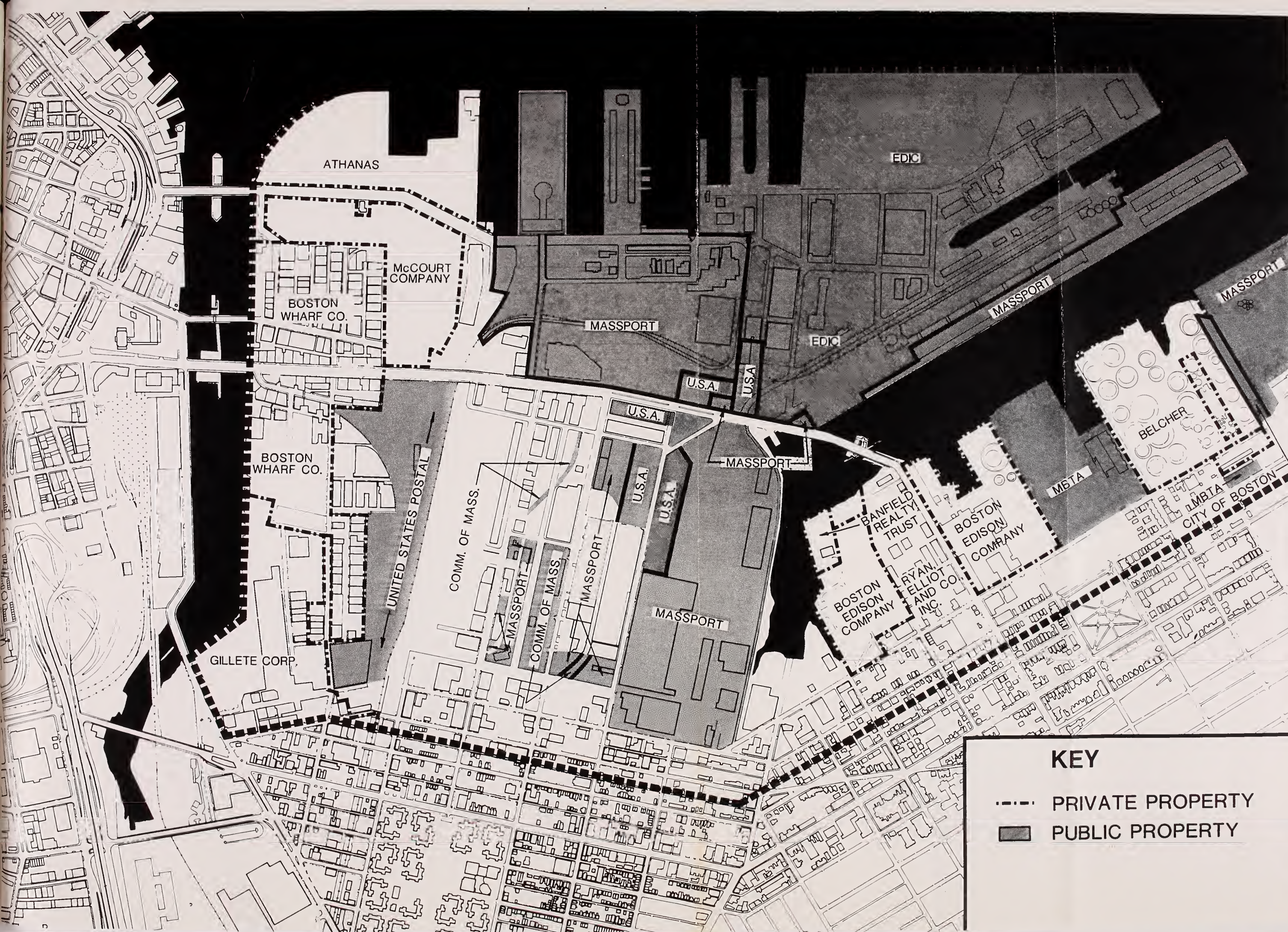
<u>OWNER</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>AREA (acres)**</u>			<u>F</u>	<u>G</u>	<u>H</u>	<u>TOTAL</u> <u>(acres)</u>
				<u>D</u>	<u>E</u>					
Federal Government			10.4	5.7	30.0			1.5	10.1	57.7
Mass. Department of Public Works					4.7					4.7
Mass. Bay Transit Authority									24.5	24.5
Mass. Port Authority			69.3		60.2			16.4	102.2	248.1
City of Boston									11.0	11.0
Economic Develop. & Industrial Corp.								136.4		136.4
Private	<u>25.6</u>	<u>26.3</u>	<u>48.0</u>	<u>48.0</u>	<u>65.2</u>	<u>21.7</u>			<u>112.2</u>	<u>347.1</u>
<b>TOTAL</b>	<b>25.6</b>	<b>26.3</b>	<b>127.6</b>	<b>53.7</b>	<b>160.1</b>	<b>21.7</b>	<b>154.3</b>	<b>260.1</b>	<b>829.4</b>	

\*\*Land areas do not include public roadways.

Source: EDIC/Boston



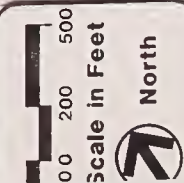




### KEY

- PRIVATE PROPERTY
- PUBLIC PROPERTY

MAP 5



INDUSTRY IN SOUTH BOSTON

LAND OWNERSHIP MAP

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## **F. Transportation Access**

### Local Truck Routes

The movement of goods to, from and within the South Boston Industrial Area is greatly dependent on the Area's existing truck routes. Since the Area's industrial firms generate 7,914 one-way truck trips a day, accessible truck routes are very important to the Area's industrial growth. EDIC's firm survey identifies the firms' accessibility to truck routes as one of the primary factors which motivated them to locate in South Boston. Truck trips identified in EDIC's survey do not include those trucks which do not stop at an industrial facility in South Boston.

The following discussion looks at the existing truck routes in the South Boston Industrial Area by focusing on the truck routes' effects on the current operations and future growth of the Area's firms. The discussion does not include road capacity and total number of trucks on the road, but rather, the issues facing the firms located in the Area whose trucks utilize the Area and the City. The proposed truck routes and accessibility of South Boston, in light of future infrastructure construction and improvements, are addressed in Section IX and Appendix B.

South Boston is accessible to trucks through four principal routes: across the Northern Avenue bridge, along Congress and Summer Streets from South Station, along Dorchester Avenue and West Broadway from the West Broadway Station, and across the Southampton Bridge.

Access into South Boston from each route requires that trucks cross a bridge. Each of the four routes is currently near full capacity. With disruption in any route, the remaining routes will accept the additional truck traffic and hence, become overburdened. Overburdened roads threaten industry's ability to access their markets and the viability of the South Boston Industrial Area.

The recently designated local truck routes shown in Map 6 were developed in 1987 by the Boston Transportation Department and the South Boston Transportation Advisory Committee. These truck routes were created in response to the concerns of area residents that traffic on East and West First Streets, the boundary between industrial and residential uses, was excessive and hazardous.



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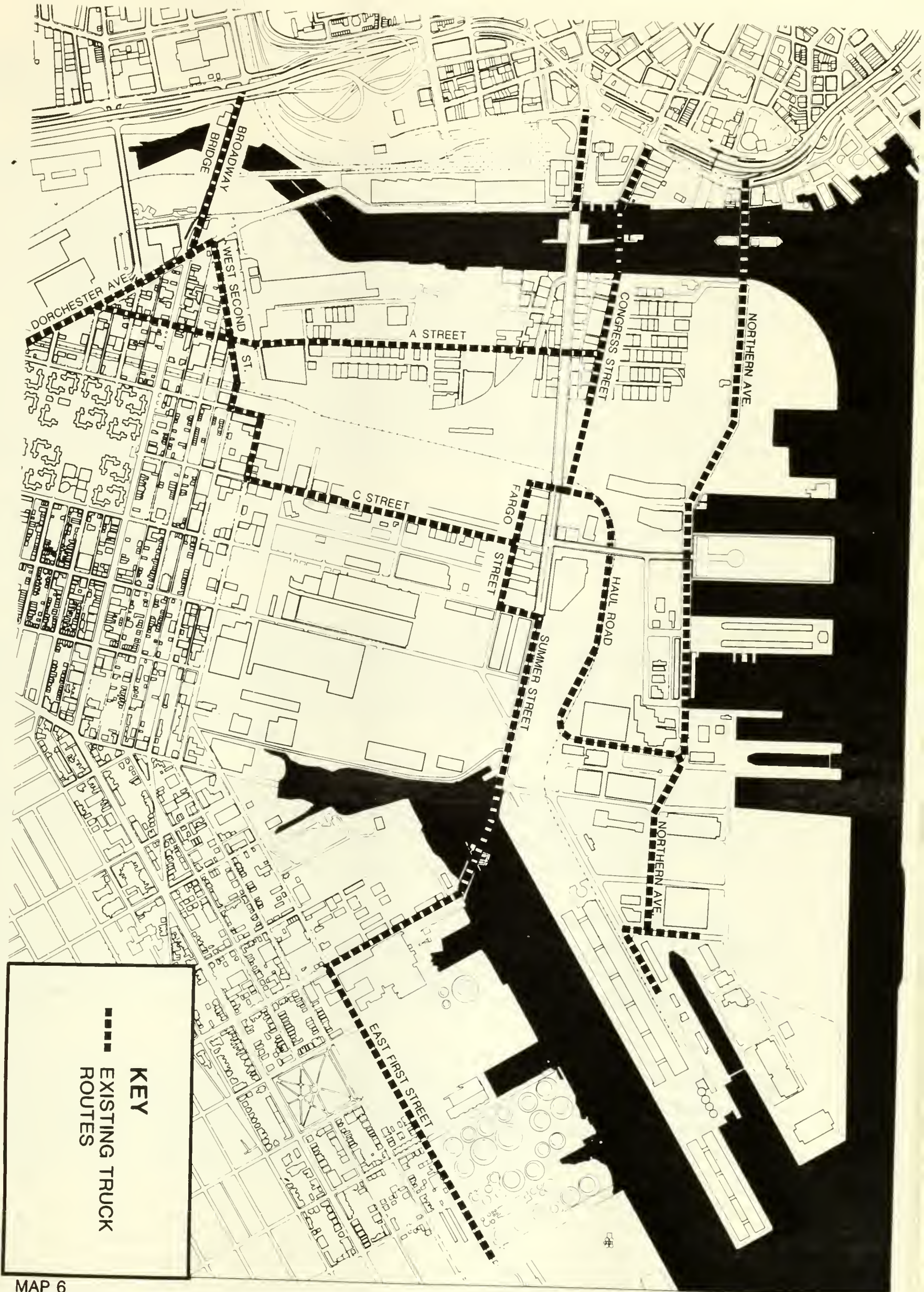
Although the truck routes have greatly reduced truck traffic through residential areas, the routes have impacted the ability of large trucks to maneuver and have affected general traffic flow. The affected areas are:

- o Summer Street at East First Street, and Broadway at A Street, where the turns are difficult and disrupt general traffic flow; and
- o Summer, D and Fargo Streets, and C, West Second and B Streets, where a number of right angle turns close together pose significant maneuvering difficulties to trucks, particularly large tractor trailers.

The difficulty in truck maneuverability through the existing truck routes compounds the problem created by the near full capacity of the road systems. This is particularly true in areas with a mix of commercial and industrial activities, for example along Summer Street and Northern Avenue. In addition, the difficulties in truck maneuverability encourage truckers to seek more direct and easier alternatives; sometimes these alternatives are through residential areas.







MAP 6



## INDUSTRY IN SOUTH BOSTON

### EXISTING TRUCK ROUTES

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Access to the regional highway system is the lifeline of the firms in the South Boston Industrial Area. The majority of the trucks on South Boston's roads originate from and immediately go to areas outside South Boston and also pass South Boston to reach their final destination. The Haul Road and the proposed South Boston Bypass Road are critical links in the roadway system within and through the Area. In addition, the Area's accessibility to the roadway system improves the interactions among industries in the South Boston Industrial Area as well as among industries in and outside the Area.

Results of EDIC's firm survey detail the origin of trucks entering South Boston's trucking/transportation and wholesale trade facilities and the destination of the trucks when they leave the Area. Table 11 displays the origin and destination of truck trips for the Area's trucking/transportation and wholesale trade firms; these sectors accounted for 70% of the Area's total truck trips.

The wholesale trade industry is particularly dependent on accessible truck routes since the industry's firms generate an average of 2,961 one-way daily truck trips in or out of their plants each day.

Truck activity of the Area's trucking/transportation industry alone is characterized by the majority of the industry's trucks originating from areas outside of South Boston, specifically, Metro Boston and other New England locations. Twenty percent of the trucks originate from other South Boston locations, with 8% or 205 trucks originating from South Boston's containerport.

On the other hand, South Boston's trucking/transportation industry's truck destination is characterized by 50% of the industry's truck trips immediately going to locations in South Boston and other Boston locations. The industry is the most visible link to the Port and is responsible for moving goods in and out of the Area and region.

Wholesale trade and trucking/transportation truck activity relies on four major routes: I-93 South, I-90 West, I-93 North, and US-1 North. Of these four routes, I-93 South and I-90 West are most important to the wholesale trade and trucking/transportation industries, as seen in the 68% and 60% share of the two industries' truck trips passing through them.

The trucking/transportation industry generates a total of 2,569 truck trips each day, 33% of which take the I-93 South route and 27% take the I-90 West route. Other routes as I-93 North and US-1 North are also used by the trucking firms in getting to and from their customers and suppliers. Details on these are shown in Table 12.





**TABLE 11**  
**ORIGIN AND DESTINATION OF TRUCK TRIPS FOR SOUTH BOSTON**  
**WHOLESALE TRADE AND TRUCKING/TRANSPORTATION INDUSTRIES**

Percent Of Total Truck Trips

<u>Immediate Origin</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
South Boston Containerport	0%	8%
South Boston Freight Terminal	0%	1%
Other South Boston Location	1%	11%
Airport	0%	2%
Other Boston Location	0%	10%
Metro Boston	28%	16%
New England	43%	37%
Outside New England	<u>29%</u>	<u>17%</u>
TOTAL	100%	100%

<u>Immediate Destination</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
South Boston Containerport	0%	2%
South Boston Freight Terminal	0%	1%
Other South Boston Location	7%	34%
Airport	0%	1%
Other Boston Location	15%	13%
Metro Boston	41%	10%
New England	36%	26%
Outside New England	<u>0%</u>	<u>13%</u>
TOTAL	100%	100%

Source: EDIC/Boston, 1988 Survey



**TABLE 12**  
**ROUTE OF TRUCKS LEAVING SOUTH BOSTON'S**  
**WHOLESALE TRADE AND TRUCKING/TRANSPORTATION INDUSTRIES**

Percent of Total Truck Trips

<u>Route</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
I-93 South	48%	33%
I-90 West	20%	27%
I-93 North	16%	25%
US-1 North	<u>16%</u>	<u>15%</u>
TOTAL	100%	100%

Source: EDIC/Boston, 1988 Survey





## **Industry in South Boston**

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### Public Transportation

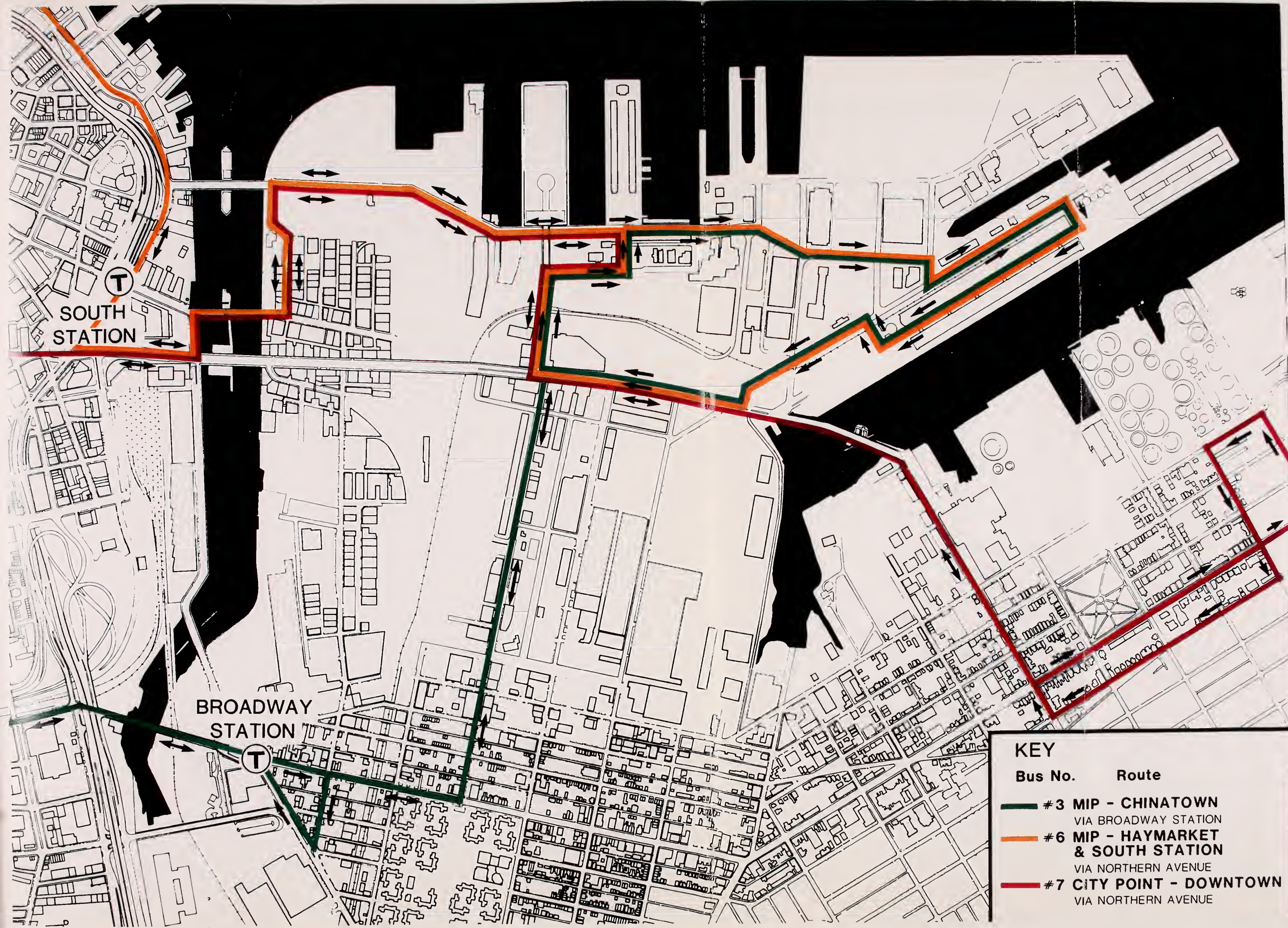
Two subway T stations--South Station and Broadway Station--and three MBTA bus routes serve the South Boston Industrial Area. Bus number 6 connects the Haymarket T station to South Station and serves areas along Northern Avenue and Summer Street up to EDIC's Marine Industrial Park. Bus number 7 connects City Point in South Boston to Downtown Boston at Franklin and Devonshire Streets. Bus number 7 serves the MIP at its Summer Street entrance.

Bus number 3's route starts from the Broadway T station and serves the Summer Street Industrial Area along D Street, the World Trade Center, the Fish Pier, and the Marine Industrial Park.

The MBTA is considering extending the public transit system from South Station to the Fan Pier and the Marine Industrial Park. This will improve public accessibility to the Area.







**T**  
SOUTH  
STATION

**T**  
BROADWAY  
STATION

KEY	
Bus No.	Route
<span style="color: green;">—</span> #3	MIP - CHINATOWN VIA BROADWAY STATION
<span style="color: orange;">—</span> #6	MIP - HAYMARKET & SOUTH STATION VIA NORTHERN AVENUE
<span style="color: red;">—</span> #7	CITY POINT - DOWNTOWN VIA NORTHERN AVENUE

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INDUSTRY IN SOUTH BOSTON

PUBLIC TRANSPORTATION

MAP 7







## Industry in South Boston

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The bulk of the employees working in the South Boston Industrial Area's manufacturing, wholesale trade, and trucking/transportation industries take their private cars to work. The trucking/transportation industry, in particular, has a significant 86% of its employees driving to work. The availability of parking space in the trucking/transportation industry's area is a major incentive for truck drivers to drive to work instead of walk or commute.

Other than driving to work, employees in the manufacturing and wholesale trade industries rely on public transportation to get to and from work. The accessible buses and subways to the Area provide major means of transportation for the Area's manufacturing and wholesale trade employees. Thirty-four percent and 30% of those employed in the manufacturing and wholesale trade industries, respectively, rely on public transportation to get to work.

Table 13 details the distribution for the mode of transportation to work for those who are employed in the South Boston Industrial Area.



**TABLE 13**  
**EMPLOYEE'S MODE OF TRANSPORTATION TO WORK, BY SECTOR,**  
**ALL SUBAREAS**

<u>Mode</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
Private Car	42%	62%	86%
Carpool	15%	6%	2%
Public Transit	34%	30%	8%
Walk/Other	<u>9%</u>	<u>2%</u>	<u>4%</u>
TOTAL	100%	100%	100%

Source: EDIC/Boston, 1988 Survey





**V. Industrial Sectors**

The economy of the South Boston Industrial Area thrives on the activities of its industrial sectors. The presence of many interdependent industries makes the Area the most vibrant industrial section in the City of Boston. The South Boston Industrial Area is also a valuable industrial site because of the various industrial activities and a variety of jobs which the Area's diverse but interdependent industries provide the City's economy and residents.

This section discusses certain sectoral characteristics, and is supported by actual data (employment, building space, truck trips) collected from each of the 362 firms in the South Boston Industrial Area plus information on sectoral characteristics which was ascertained from the EDIC 1988 firm survey. The survey includes information on firm characteristics such as employment, wages and salaries, residence, and occupation for the 116 surveyed firms.

**A. Trucking and Transportation**

The Trucking and Transportation industry is composed of firms which are primarily engaged in the movement of goods. This includes the arrangement for such a movement, the movement itself or services related to the movement of goods. The firms in the Area are involved in all aspects of transportation, from service and storage of trucks to the operation of New England's only container port.

Although these firms provide transportation services to many manufacturers and trade firms, they do not move all goods; many trade and manufacturing firms have their own trucks and move their own goods.

There are 52 trucking and transportation firms in the South Boston Industrial Area, representing 14% of the firms in the Area. Twenty-three of these are trucking firms which include 3 couriers, fourteen are freight terminals or transportation agents (trucking and shipping), nine provide services to trucking companies like repair or truck leasing services, and six provide services to shipping which include 3 stevedores and 1 warehousing. These firms provide 1,856 jobs in the Area, wherein 37% of their employees are Boston residents.

A large 60% share of the industry's jobs are in crafts, operatives or labor occupations, which allow its labor force to earn middle income wages. The average annual salary in the trucking/transportation industry is \$29,045, one of the highest average annual salaries among the industries in the South Boston Industrial Area.



**B. Wholesale Trade**

Wholesale Trade firms are those which sell goods to retail, commercial, and industrial firms as well as to other wholesalers. As part of these sales, wholesale trade firms provide such services as maintaining inventories, sorting, and delivering goods.

The industry's firms are characterized as selling either durable or nondurable goods. Durables are sold by 56% of the Area's firms and include goods such as auto parts, furniture, and transportation equipment; building supplies are sold by 12% of the firms. Nondurable goods like paper, drugs, chemicals, food and fish products are sold by the remaining 44% of the Area's wholesale trade firms.

The wholesale trade industry comprises 37% of the firms in the South Boston Industrial Area. These firms contribute 18% of the Area's jobs or 2,433 jobs. Forty percent of these jobs are held by Boston residents.

Table 14 details significant employment characteristics for South Boston's industrial sectors. It shows the percentages of Boston residents, minorities, and crafts, operatives or labor occupations to total employment for manufacturing, wholesale trade, and trucking/transportation. Table 14 also shows wage characteristics for those employed in the Area's industrial sectors.





TABLE 14  
EMPLOYMENT CHARACTERISTICS OF SOUTH BOSTON'S  
INDUSTRIAL SECTORS

<u>% of Total Employment</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
Boston Residents	53%	40%	37%
Minorities	33%	19%	5%
Crafts, Operatives or Labor Occupations	71%	53%	60%
Wage and Salary			
\$15-24,999	37%	34%	44%
\$25-39,999	24%	33%	41%
<u>Average Annual Salary</u>	<u>\$23,783</u>	<u>\$25,555</u>	<u>\$29,045</u>

Source: EDIC/Boston, 1988 Firm Survey.



### **C. Manufacturing**

Manufacturing firms are those which produce the goods which many businesses and residents need. The manufacturing firms in the South Boston Industrial Area make significant contributions to the entire Boston economy. Forty-nine percent of the firms in the South Boston Industrial Area are manufacturing firms.

The Area's manufacturing sector plays a vital role in the economy. The sector provides 69% of the jobs in the Area, 71% of which are crafts, operatives or labor production jobs. Fifty-three percent of those employed in the Area's manufacturing sector are Boston residents.

Manufacturing firms, especially the machines/instruments, printing/publishing, and metal manufacturing firms, pay high wages and are responsible for increasing the average annual salary in the South Boston Industrial Area.

The Area's manufacturing sector is dominated by the metals (predominantly Gillette Safety Razor), printing/publishing, and textile/apparel firms, three of the growing industries which play an integral part in the South Boston Industrial Area economy. Half of the jobs in the Area are in these growth industries.

Majority of the workers employed by the Area's metal industry are Boston residents. The industry also provides a considerable amount of its jobs to minorities. Workers in crafts, operatives or labor occupations dominate the metal industry's labor force, as reflected in their 73% share of employment in the industry. This has enabled the industry's workers to enjoy middle income wages. The metal industry has the third highest average annual salary among the manufacturing industries in the Area.

The printing/publishing industry has the second largest number of firms and jobs in the Area. Many printing/publishing firms locate to the South Boston Industrial Area because the Area serves the industry's needs well. The Area brings printing/publishing firms close to their customers and suppliers, most of whom are other printers and publishers in South Boston, as well as Downtown Boston service and F.I.R.E. companies.

Apparel/textile firms contribute much to the Area's and to the general Boston economy. They provide 12% of the Area's jobs and provide close to three-fourths of the industry's jobs to Boston residents. The apparel/textile industry employs the most minorities among all of the Area's industries. Eighty-six percent of their workforce hold production positions, allowing the bulk of their employees to earn middle income wages.





## **Industry in South Boston**

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South Boston is the home of Boston's fish industry. The industry's proximity to their suppliers, customers and port makes the South Boston Industrial Area an important asset to the industry. The Area's accessibility to the Harbor, air transport, and truck routes makes it easier for the industry's firms to reach their customers and suppliers. More than half of their customers and suppliers are located in South Boston, Boston or the Metro area.

The other manufacturing firms in the Area are in the furniture/wood/paper; chemicals/glass/leather; and machines/instruments industries. Furniture/wood/paper manufacturers' location in the South Boston Industrial Area is an important asset to the industry's firms. Of vital importance to these firms is their direct access or proximity to their customers, almost all of whom are located in Greater Boston, and to their suppliers, over half of whom are in the Greater Boston area.

Although the chemicals/glass/leather firms comprise a very small share of the industrial firms and jobs in the Area, 74% of their jobs are in crafts, operatives or labor occupations with middle income wages. The bulk of the industry's customers and suppliers are located in areas elsewhere in the United States, making it imperative for these firms to be near transport facilities.

Although there are very few machine/instruments manufacturers in the South Boston Industrial Area, the industry makes significant contributions to the City's and Area's economy and residents. Fifty-two percent of those employed by machine/instruments manufacturers are Boston residents. The industry's average annual salary of \$29,170 is the highest in the Area. This significantly benefits the industry's workforce, specifically the City's residents who are employed in the industry.



**TABLE 15**  
**EMPLOYMENT CHARACTERISTICS OF SOUTH BOSTON'S MANUFACTURING INDUSTRIES**

<u>Percent of Total Employment</u>	<u>Fish Proc. &amp;Dist.</u>	<u>Printing\ Publishing</u>	<u>Apparel\ Textile</u>	<u>Furn.\ Wood\ Paper</u>	<u>Misc. Food Proc.</u>	<u>Chem.\ Leather\ Glass</u>	<u>Metals</u>	<u>Machines\ Instruments</u>
Boston Residents	48%	35%	71%	50%	45%	66%	75%	52%
Minorities	38%	12%	68%	18%	10%	55%	40%	13%
Crafts, Operatives or Labor Occupations	72%	68%	86%	63%	57%	74%	73%	45%
Wage and Salary								
\$15,000-24,999	41%	38%	27%	17%	43%	26%	44%	47%
\$25,000-39,999	33%	38%	8%	1%	24%	4%	26%	37%
Average Annual Wage & Salary	<u>\$24,969</u>	<u>\$28,263</u>	<u>\$16,795</u>	<u>\$14,046</u>	<u>\$25,531</u>	<u>24,078</u>	<u>\$26,570</u>	<u>\$29,170</u>

Source: EDIC/Boston, 1988 Survey





## Industry in South Boston

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### D. Maritime

South Boston's maritime economy is largely dependent on its waterfront. South Boston has the second largest waterfront in the Harbor, only next to East Boston's. The maritime economy is also strongly supported by many primary port related and secondary or maritime backland activities in the South Boston Industrial Area.

The primary port related activities in South Boston's economy include the movement of containers and other goods through Conley Terminal, the landing of fish at the Fish Pier, and the movement of other goods to Belcher Oil Terminal and Subaru. Secondary, or Maritime Backland, activities include sorting, storing, and transporting import or export goods.

#### Activities of the Port

Activities at the port facilities of the South Boston Industrial Area are dependent on direct access to the deep water berths at the waterfront. Direct waterfront accessibility is provided by facilities located in 243 acres of land in subareas A, C, G, and H of the South Boston Industrial Area.

Massport operates the Area's principal maritime facilities: Conley Terminal at the end of East First Street in subarea H, the Harbor Gateway facilities located in the MIP (subarea G) and across Summer Street at the Naval Recreation site, and the Fish Pier in Subarea C. EDIC also operates a number of maritime facilities in the MIP. In total, 34 firms in the South Boston Industrial Area are engaged in direct maritime activities. These firms employ 1,662 workers and generate 1,959 daily one-way truck trips.

At Conley Terminal, 13 firms are engaged in operations directly or indirectly related to the Containerport and to the importation of cars. Most of these firms depend on on-call labor who performs functions relating to the handling of intermodal cargo. The exceptions are Belcher Oil and an auto service facility. The majority of workers are longshoremen who load and unload ships.

In total, 853 workers are employed and 1,303 one-way truck trips per day are generated by the activities at the Conley Terminal. The majority (71%) of the workers at the Terminal are stevedores or union clerks who work at the Terminal when ships are loaded or unloaded. These International Longshoremen Association (ILA) workers are full-time workers and their assignments to Conley Terminal are arranged by the union.



## **Industry in South Boston**

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International trade and port facilities are the maritime activities located along the Marine Industrial Park's (subarea G) edges. Massport operates its Harbor Gateway facilities and includes Subaru's import and assembly facilities. International trade of wood and food products occur at Massport's Buildings 117 and 118 along the Reserved Channel while Building 119 is home to a large dry products distributor. These maritime activities at the MIP are provided by 5 firms which employ 182 full-time workers and generate 270 one-way truck trips per day.

Additional maritime activities in the MIP are operated by EDIC and include Coastal Cement's importing facility, Pier 7 (a maritime service firm) and General Ship's Drydock 4 ship repair facility, in addition to five fish processors and distributors. These 8 firms employ 477 workers and generate 178 one-way truck trips per day. Also in the MIP is EDIC's Drydock 3 which is the largest graving drydock in New England and is leased periodically to ship repair firms.

All waterfront property in subarea C is publicly owned. These include all of the Harbor in subarea C and the major maritime activities which take place at Massport's Fish Pier. Fish are landed at the Fish Pier each day and are distributed throughout the area. In addition, eight firms engaged in the processing and distribution of fish employ 150 workers and generate 208 one-way truck trips per day.

### Maritime Backland

The secondary port-related activities do not fall into distinct industrial categories, but are essential to the well-being of the Port as well as to the Area's and New England's wholesale trade, trucking and transportation, and manufacturing firms. These firms have direct links to the Port of Boston. The two principal groups of maritime backland firms are fish processors and distributors, and trucking and transportation facilities.

Several firms distribute and process fish which are loaded at the Fish Pier, yet are located on C and E Streets. In the South Boston Industrial Area, 18 fish processing and fish distribution firms employ 766 workers and generate 693 one-way truck trips per day from facilities not located at the Fish Pier.





## **Industry in South Boston**

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Many of the Area's trucking and transportation firms conduct a large amount of business in South Boston's maritime activities and are located primarily in subareas C and E. Seventeen firms employ 2,384 workers and generate 824 one-way truck trips per day at locations on 27 acres of land. These firms are trucking firms and shipping and trucking agents as well as terminal facilities which provide services to containerport activities.

As identified by Massport, a number of manufacturers and wholesale trade firms conduct a significant amount of business in South Boston's maritime facilities and are considered "maritime backland" users.



**VI. Industrial Interactions: Interdependence and Diversity**

The South Boston Industrial Area is an important location for industrial interaction, interdependence and diversity. This is what makes the Area unique and vibrant.

The concentration of a large pool of skilled individuals working in the various manufacturing industries in the Area provides an important source and diversity of labor supply to the Area's industries. The interdependent industries in the South Boston Industrial Area represent a diverse mix of jobs which require different skill levels and occupations. This encourages close interactions between the different manufacturing firms and employees, either within the same industry or with other manufacturing, trucking, wholesale trade or marine-related firms.

The trucking/transportation industry's importance to the South Boston Industrial Area economy is solidified through the number of jobs it provides Boston residents, as well as in the role it plays in the growth of other industries. The industry provides important support service to many manufacturing firms.

Trucking/transportation firms are responsible for the movement of goods, specifically, containers, fresh fish, and general merchandise, from suppliers to manufacturers; manufacturers to customers; and from the ports to various points of economic activity locally and regionally. They also provide shipping and courier services for goods and parcels coming into and going out of Boston.

The wholesale trade industry is an important link to the Area's manufacturing industries. The industry fuels the local South Boston and the overall Boston economy with important interdependent economic activities by serving as intermediaries to many manufacturing industries.

Important interactions also exist among the various industries and their customers and suppliers. Such interactions are present particularly in the printing and publishing industry. Printers and publishers in the Area benefit from their location since it brings them closer to their customers and suppliers, most of whom are either other printers, publishers and binderies in South Boston or the Downtown service and F.I.R.E. companies.

Business for the Area's trucking firms greatly depends on their customers and suppliers, the bulk of whom are other firms in South Boston or in the City. Three quarters of the trucking firms' customers are located either in South Boston or other areas in the City, many of which are fish processors. Forty-four percent of the firms' suppliers are located in the City of Boston.





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The Area's wholesale trade firms regard their proximity to and easy access to their customers as important reasons to locate themselves in the Area. The bulk of their customers are located in the City or within Greater Boston.

Table 16 details the locational distribution of customers and suppliers for the Area's industrial sectors.



**TABLE 16**  
**LOCATION OF CUSTOMERS AND SUPPLIERS**  
**FOR SOUTH BOSTON'S INDUSTRIAL**  
**SECTORS, ALL SUBAREAS**

Location Of Suppliers

<u>Location</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
South Boston	14%	7%	20%
Other Boston	8%	10%	22%
Metro Boston	35%	16%	26%
New England	10%	20%	19%
Other U.S.	25%	28%	7%
Foreign	<u>7%</u>	<u>19%</u>	<u>6%</u>
TOTAL	100%	100%	100%

Location of Customers

<u>Location</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
South Boston	8%	12%	36%
Other Boston	19%	23%	36%
Metro Boston	27%	26%	12%
New England	17%	24%	14%
Other U.S.	29%	14%	2%
Foreign	<u>1%</u>	<u>1%</u>	<u>2%</u>
TOTAL	100%	100%	100%

Source: EDIC/Boston, 1988 Survey





## **VII. Characteristics of Current Location**

The future growth and plans of the industries in the South Boston Industrial Area rely greatly on certain characteristics of their current facilities and location. These characteristics include ownership, lease terms, and building/facility characteristics such as space size and space usage. The details of the following discussion are contained in Table 17.

### Locational Characteristics

Industrial firms chose to locate to the South Boston Industrial Area for two most motivating factors:

- o Proximity to customers; and,
- o Proximity to similar businesses.

Other reasons given by the surveyed firms include:

- o Proximity to suppliers;
- o Proximity to port facilities and the waterfront; and,
- o Accessibility to the transportation network.

### Ownership

The bulk of the trucking/transportation sector's firms own their facilities while the bulk of the manufacturing and wholesale trade sector's firms lease or rent their facilities. Majority of the owned trucking/transportation facilities are located in subareas E and F.

### Lease Terms

A significant percent of the manufacturing, wholesale trade and trucking/transportation firms who lease hold leases which will expire in the near future. The prospects for the loss of their lease will influence the future plans and changes of the industrial firms in the Area.

The wholesale trade sector pays relatively higher rent than the manufacturing sector because of the more expensive show-room space they lease. Majority of the trucking/transportation firms who lease also pay more rent for their leased space. The rising cost of leased space poses another issue to consider for the future of the industrial firms in the Area, especially manufacturing firms.



**TABLE 17**  
**OWNERSHIP AND LEASE CHARACTERISTICS**  
**OF SOUTH BOSTON'S INDUSTRIAL AREA FACILITIES,**  
**BY SECTOR, ALL SUBAREAS**

Ownership Of Building/Land

<u>Own/Lease</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
Own	28%	35%	56%
Lease/Rent	<u>72%</u>	<u>65%</u>	<u>44%</u>
TOTAL	100%	100%	100%

Expiration Date Of Current Leases

<u>Year</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>
1988-1989	47%	60%
1990-1991	29%	10%
1992-1993	18%	20%
1994 & BEYOND	<u>6%</u>	<u>10%</u>
TOTAL	100%	100%

Rent For Current Leases

<u>Rent*</u> <u>(\$/SqFt)</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>
Less Than \$3.00	18%	11%
\$3.00-\$4.99	53%	44%
\$5.00-\$7.49	16%	11%
\$7.50-9.99	7%	22%
\$10.00 And More	<u>5%</u>	<u>11%</u>
TOTAL	100%	100%

\*Based on dollar per square foot of building space per year.

Source: EDIC/Boston, 1988 Survey





## **Industry in South Boston**

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### Building/Facility Characteristics

Of the 8 million square feet occupied by industrial firms in the South Boston Industrial Area, 5 million square feet are occupied by the various manufacturing industries. Trucking/transportation firms occupy over 1 million square feet and the remaining are occupied by wholesale trade firms.

The production-intensive nature of manufacturing firms accounts for the fact that the industry utilizes more than half of its building space for factory activities. On the other hand, both wholesale trade and trucking/transportation industries utilize a significant portion of their building space for warehouse and office purposes.



**TABLE 18**  
**BUILDING SPACE USAGE, BY SECTOR, ALL SUBAREAS**

<u>Use</u>	<u>Manufacturing</u>	<u>Wholesale Trade</u>	<u>Trucking/ Transportation</u>
Office	13%	12%	23%
Warehouse	28%	80%	69%
Factory	58%	7%	0%
Others	<u>1%</u>	<u>1%</u>	<u>8%</u>
TOTAL	100%	100%	100%

Source: EDIC/Boston, 1988 Survey





### **VIII. Conclusion**

Several conclusions can be drawn from EDIC's 1988 firm survey and analyses of the South Boston Industrial Area. These may provide some insights for future discussions on the Area.

The 13,667 industrial jobs in the South Boston Industrial Area are integral parts of the overall Boston economy. Of the Area's 13,667 industrial jobs, 9,378 or 69% are manufacturing jobs. This represents 21% of the manufacturing jobs in the City of Boston. The Area is also a source of employment for Boston residents. Forty-eight percent of the jobs in the South Boston Industrial Area are occupied by Boston residents.

The Area's industries have strategic advantages over industries located in other areas. Many industrial firms have selected sites in South Boston because of its prime location for industrial use and the established interactions between firms in the Area. The proximity to customers and suppliers, proximity to the Port, proximity to a skilled labor force within the same industry or within other industries in the Area, accessible truck routes, and available water and air transport facilities make it such.

These factors will continue to greatly influence firms' plans for remaining in the South Boston Industrial Area in the future. Prospects for future industrial expansion and employment growth in the Area will be affected not only by one particular firm's decision to remain in the Area but also by segments of industries which are interrelated.

Industrial expansion is being considered by 30% of the Area's surveyed firms. Fifty-six percent of the surveyed firms anticipate an increase in employment in the future.

However, prospects for firm movements and short-term concerns about infrastructure changes in the Area also exist. Thirty-five percent of the interviewed firms plan to move in the foreseeable future. Many of the Area's firms are interested in moving out of the Area or expanding their operations in the Area.

Firms' decisions on relocation or expansion have, however, been put at a stand still due to many firms' concerns regarding the uncertainty of the Area's future and uncertainty of the impacts of the Third Harbor Tunnel and other roadway and infrastructure construction.



## **Industry in South Boston**

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Other concerns of the Area's firms include:

- o     Lease Expiration

The majority of the manufacturing, wholesale trade, and trucking/transportation firms who are leasing have leases which will expire in the near future. Discussions of the Area's alternative uses, other than industrial, can be self-fulfilling, and have affected many landowners and firms in the Area. Such discussions and speculations have made many landowners uneasy about the Area's future, hence, many of them offer short-term leases.

- o     Rising Land Value and Rent

The rising land value and rent in the industrial area is a result of land speculation and conversion of industrial space to office space. This poses another major concern to the Area's firms and has forced many firms in the Area to consider the alternative of relocating to cheaper sites.

Sixty-six percent of the surveyed firms who plan to move out of the Area are willing to pay rents within the ranges of \$3-7.99 per square foot of space.

- o     Truck Routes

Another major concern of the Area's industries is to have workable and effective truck routes. Industries like the apparel/textile, furniture/wood, wholesale trade and trucking/transportation rely heavily on accessible truck routes. This is a concern which both owners and leasers as well as South Boston residents share.

- o     Infrastructure Changes

Another concern of firms and residents in the Area and the surrounding areas of the City are the construction of the Third Harbor Tunnel, the depression of the Central Artery and other roadway and infrastructure improvements. Although these infrastructure changes will, in the long-term, benefit the Area and the City by adding to the Area's accessibility, many of the Area's firms and residents are concerned with their short-term impact on the Area.





## **Industry in South Boston**

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### **o      Industrial Space**

Limited industrial space is a major concern of the firms currently located in the Area. The growth printing and fish industries are most affected by this since limited available space hampers their continued growth as well as the growth potentials of other industries in the Area. This is a specific concern of owners and leasers who intend to stay and expand their activities.



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### IX. Goals for Industry in South Boston

The issues determining the future growth of South Boston's industrial activities have been identified through the completion of EDIC's survey of nearly 120 firms in South Boston, the IPOD Planning Process, and the previous discussions of the South Boston Ad Hoc group. The Ad Hoc group is composed of representatives from public agencies and private companies located in the Area. The issues have been translated into goals and have been grouped according to their origin:

#### South Boston Ad Hoc Group:

- o To retain existing industries, particularly those with high growth potential.

This will yield a sustained or improved employment outlook in the City, specifically in South Boston where good and important jobs exist.

- o To identify new sites for manufacturing and other industrial uses.

This will foster the industrial expansion of the Area's existing and future industries.

- o To define truck routes that will efficiently serve the industrial and commercial land uses of South Boston.

This will encourage manufacturers and other industries to remain in or locate to the Area.

- o To develop a transitional area between industrial and residential zones.

This will encourage important interfaces between industry and residents through job training, day care, and other activities which are mutually supportive of the industrial and residential communities.

- o To improve infrastructure and amenities through interagency cooperation.

This will motivate industrial enhancement which will create a pleasant "streetscape" and establish industry as a good neighbor.





## **Industry in South Boston**

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### South Boston Transportation Advisory Committee:

- o To rationalize traffic flow away from the residential areas.

This will protect neighborhoods through the delineation between industrial and residential areas.

### Harbor Park IPOD:

- o To designate additional sites for maritime-dependent and supportive industrial uses.

This will promote a stronger maritime economy within Boston.



### **X. Proposed Regional Truck Routes**

To support the above mentioned goals and in light of the planned roadway improvements, the Economic Development and Industrial Corporation, the Boston Redevelopment Authority, the Boston Transportation Department, and City consultant Bruce Campbell and Associates have been working together to analyze and develop potential truck routes to and from points in the South Boston Industrial Area. These routes are presented in Appendix A through Maps A1, A2, A3, A4 and A5.

This joint effort maximizes direct truck movement from South Boston to the regional truck network while minimizing disruption to adjoining residential neighborhoods. It also represents initiatives to maintain the Industrial Area's firms' accessibility to the local and regional truck transportation system.

The proposed infrastructure improvements include new highways, the Central Artery and Third Harbor Tunnel, and local roadways important to the City and regional economies. To maximize the utility of these roadways for the Area's industries, it is critical that access points to and from the system be located adjacent to the Area and the alignments selected facilitate truck use while reenforcing the proposed changes for the existing truck routes in the Area developed by the City and the local community.

The construction period presents another set of challenges for the Area's industrial firms. Detours and route changes will be a daily surprise for trucks entering and leaving the Area and a threat to the viability of the businesses located there. Provisions for safeguarding routes and communicating those changes should not be overlooked.

The proposed truck routes will connect the regional transportation system to four destination points in South Boston. Appendix A shows five maps of the proposed truck routes/truck access between the four destination points in the South Boston Industrial Area, namely, the Marine Industrial Park, the Summer Street Industrial Area, the Conley Terminal, and Northern Avenue, and the Third Harbor Tunnel, I-93, I-90, and Downtown Boston.

Truck routes and access to the regional highway system to and from all directions are not certain. Although several truck routes are feasible, several other access routes are not necessarily feasible and are identified by the matrix in Appendix B.





**APPENDIX A: PROPOSED REGIONAL TRUCK ROUTES/TRUCK ACCESS MAPS**

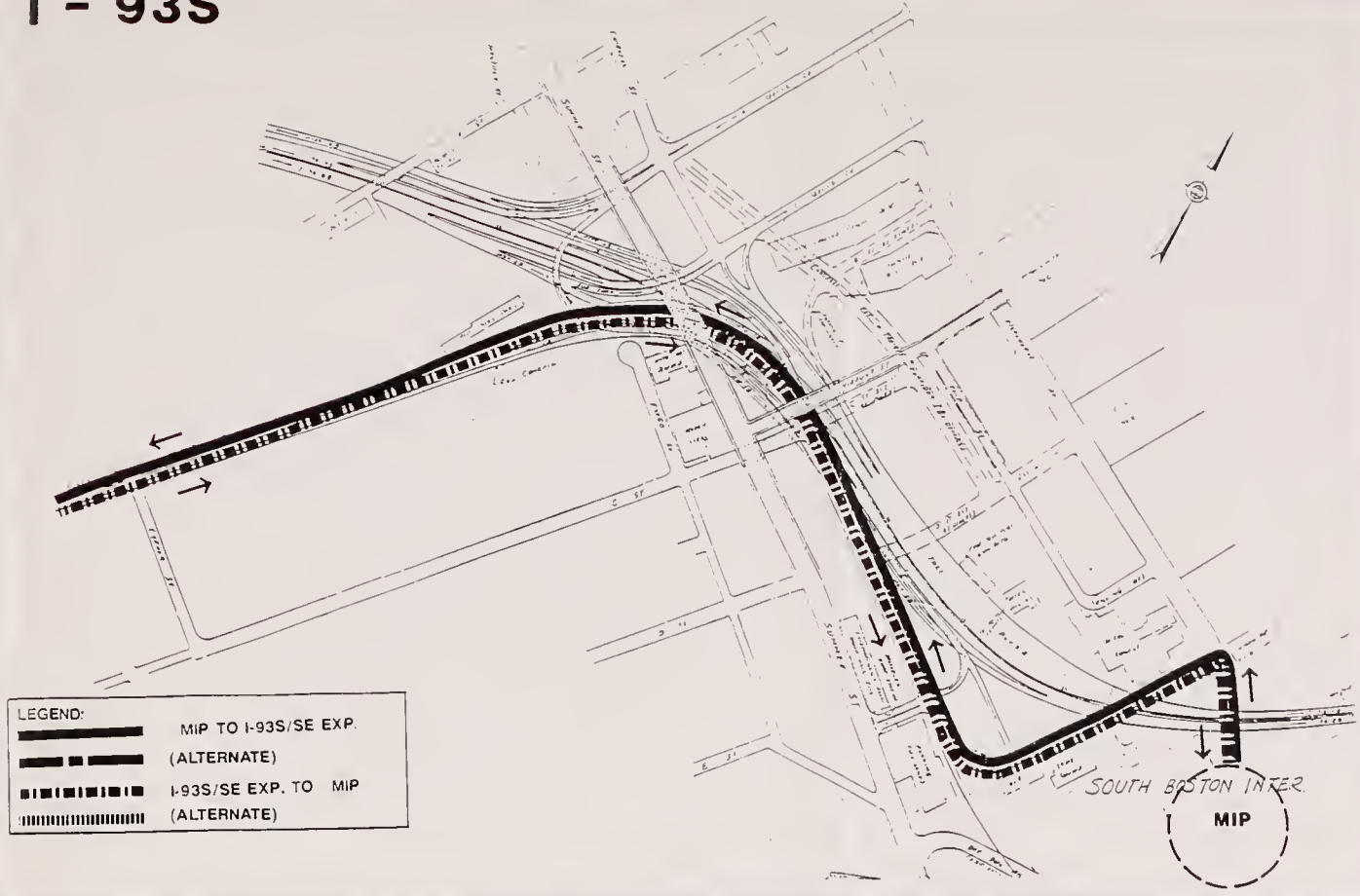
Appendix A is composed of five maps showing the proposed truck routes/truck access between four points in the South Boston Industrial Area, namely, the Marine Industrial Park, the Summer Street Industrial Area, the Conley Terminal, and Northern Avenue, and the Third Harbor Tunnel, I-93, I-90, and Downtown Boston. Please note that there is a combined I-93N/I-90 map which corresponds to the separate columns in Appendix B's matrix.



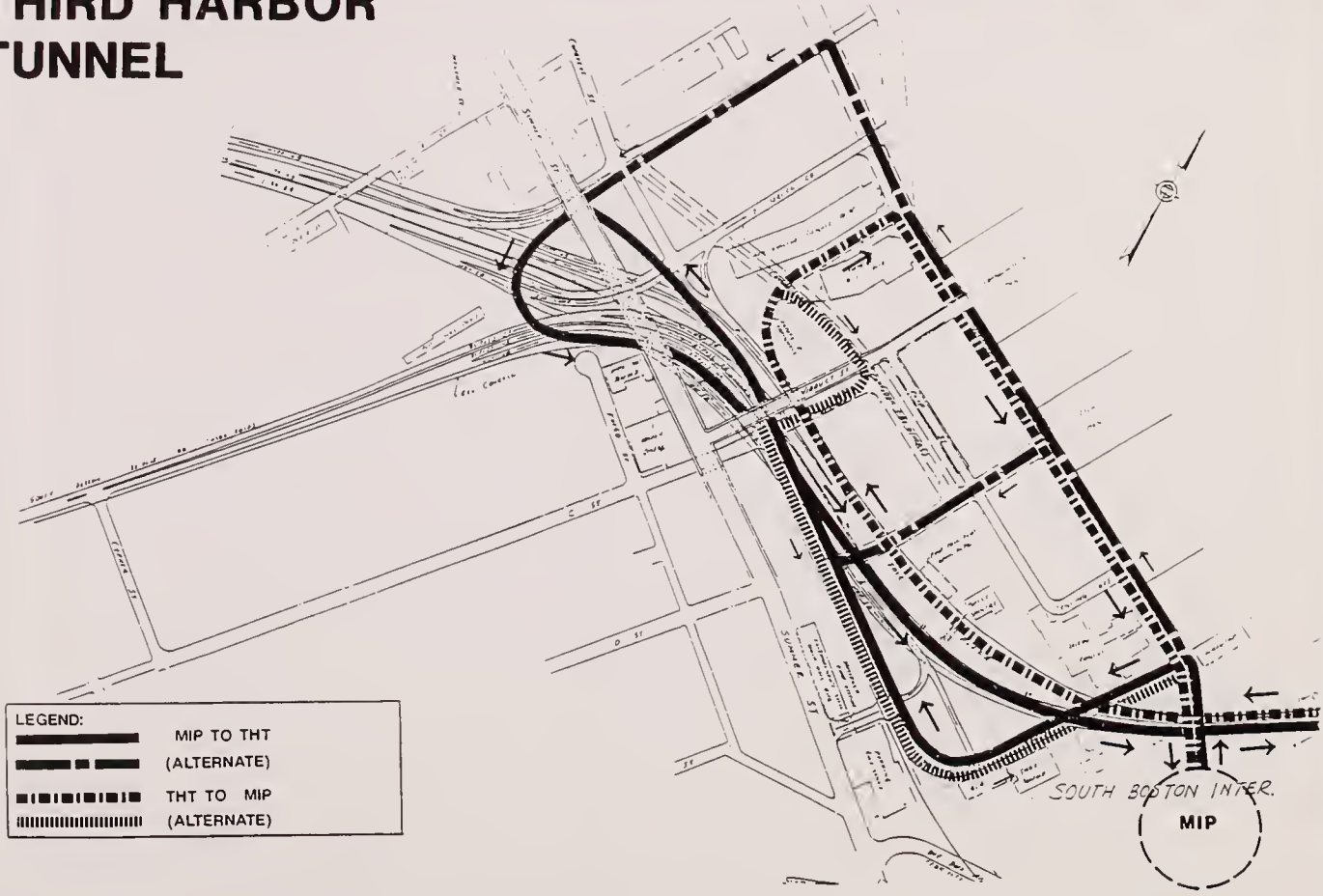
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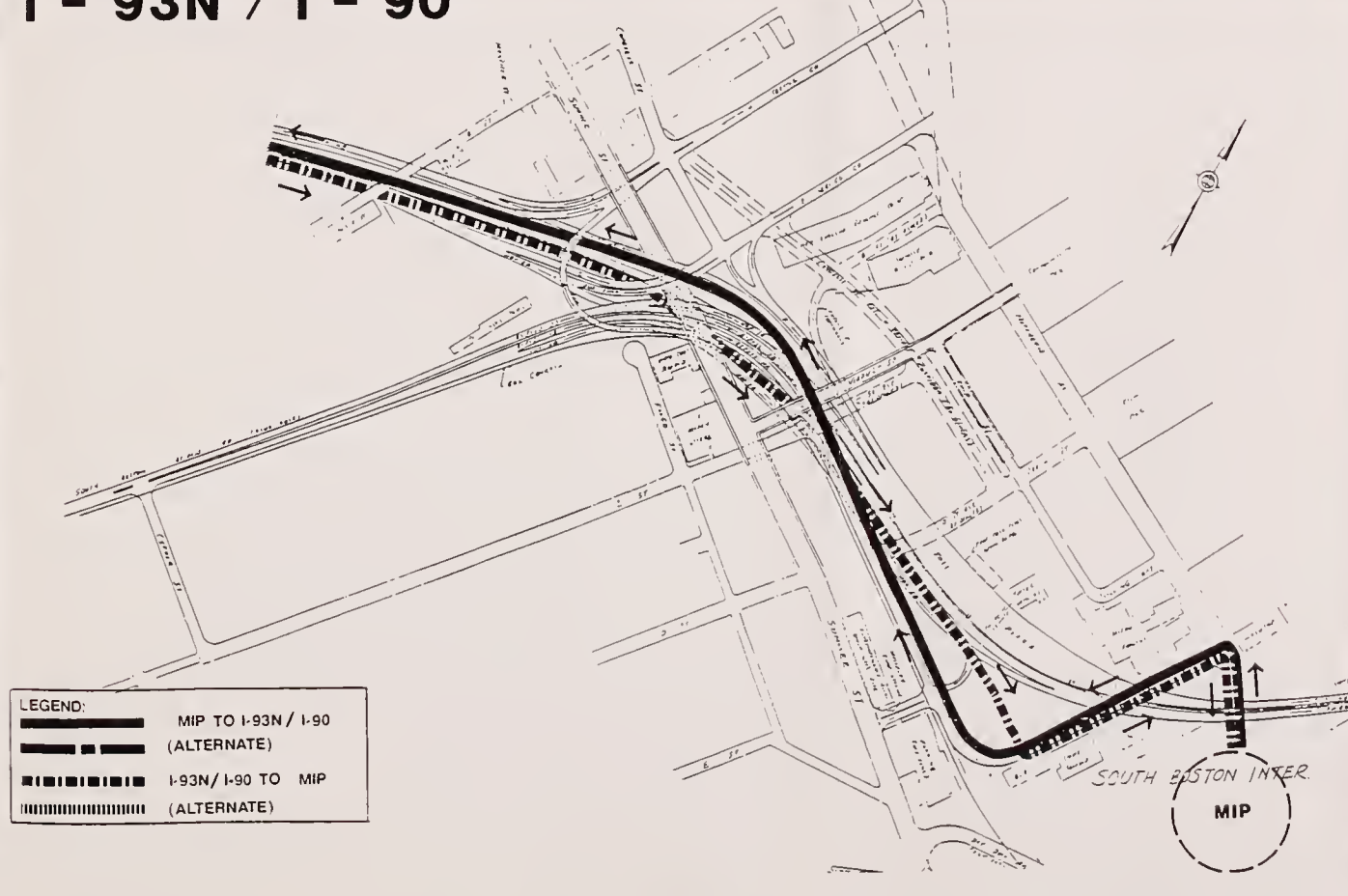
I - 93S



THIRD HARBOR TUNNEL



I - 93N / I - 90



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INDUSTRY IN SOUTH BOSTON  
TRUCK ACCESS / MARINE INDUSTRIAL PARK

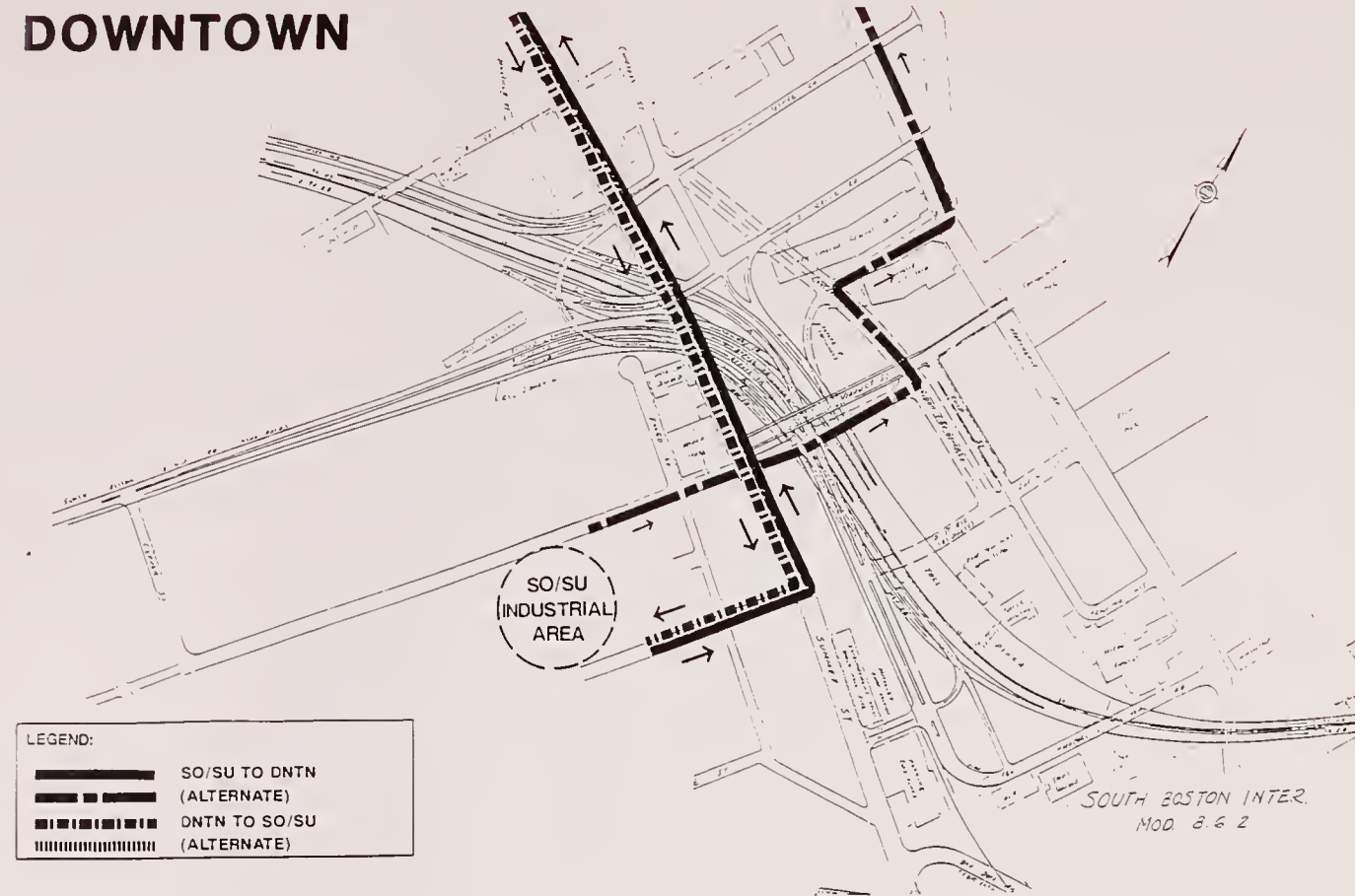
MAP A1



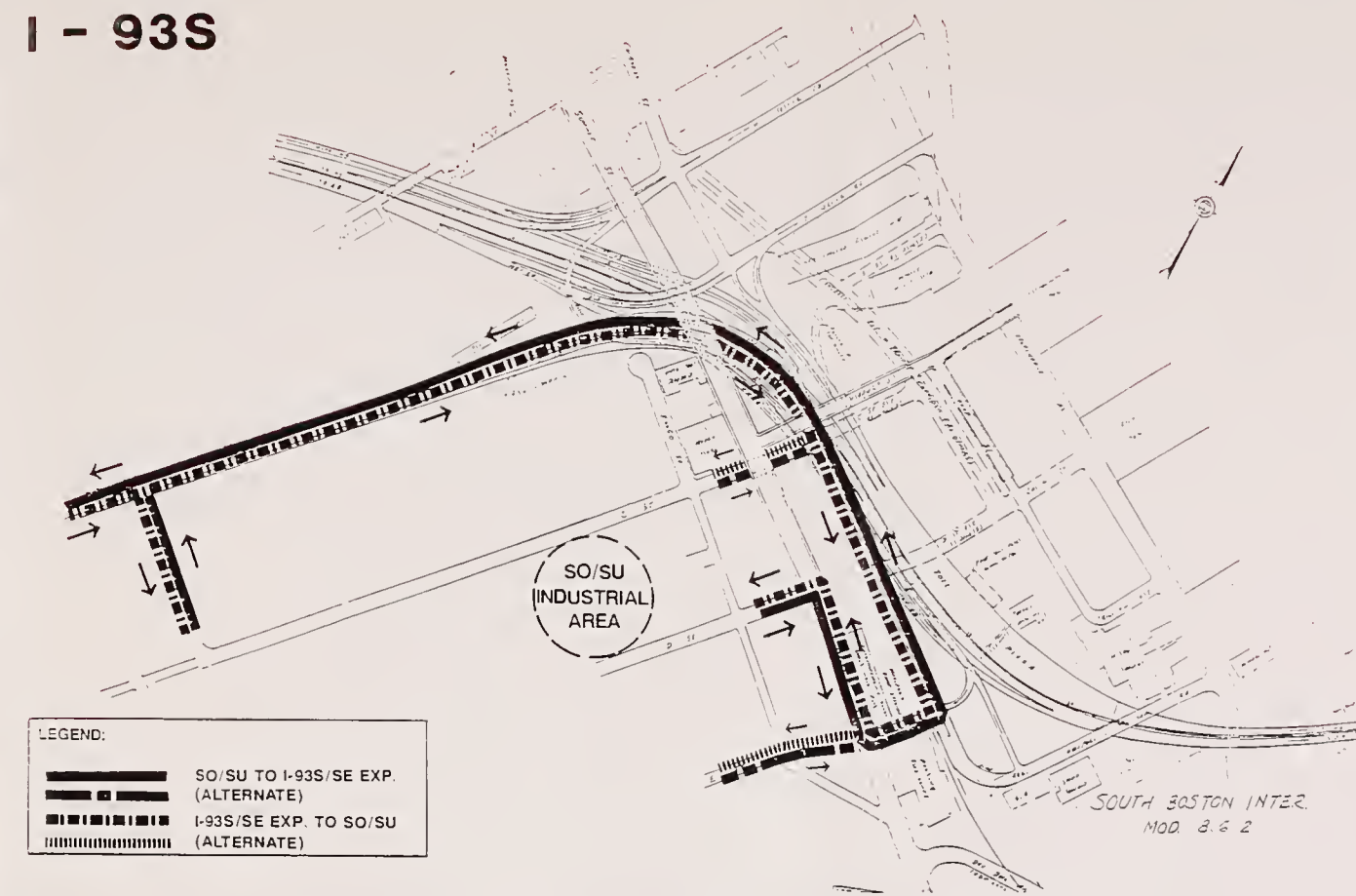




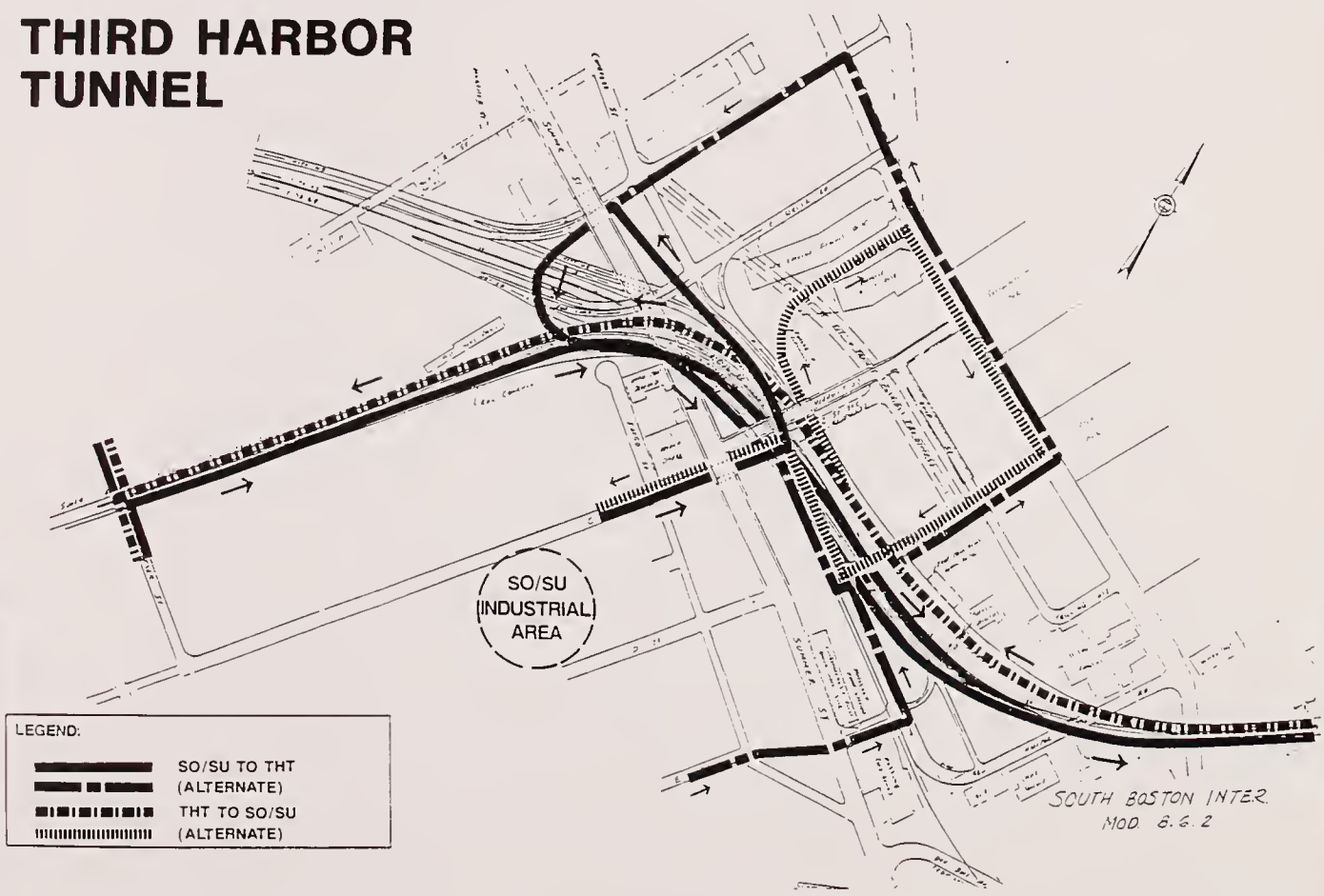
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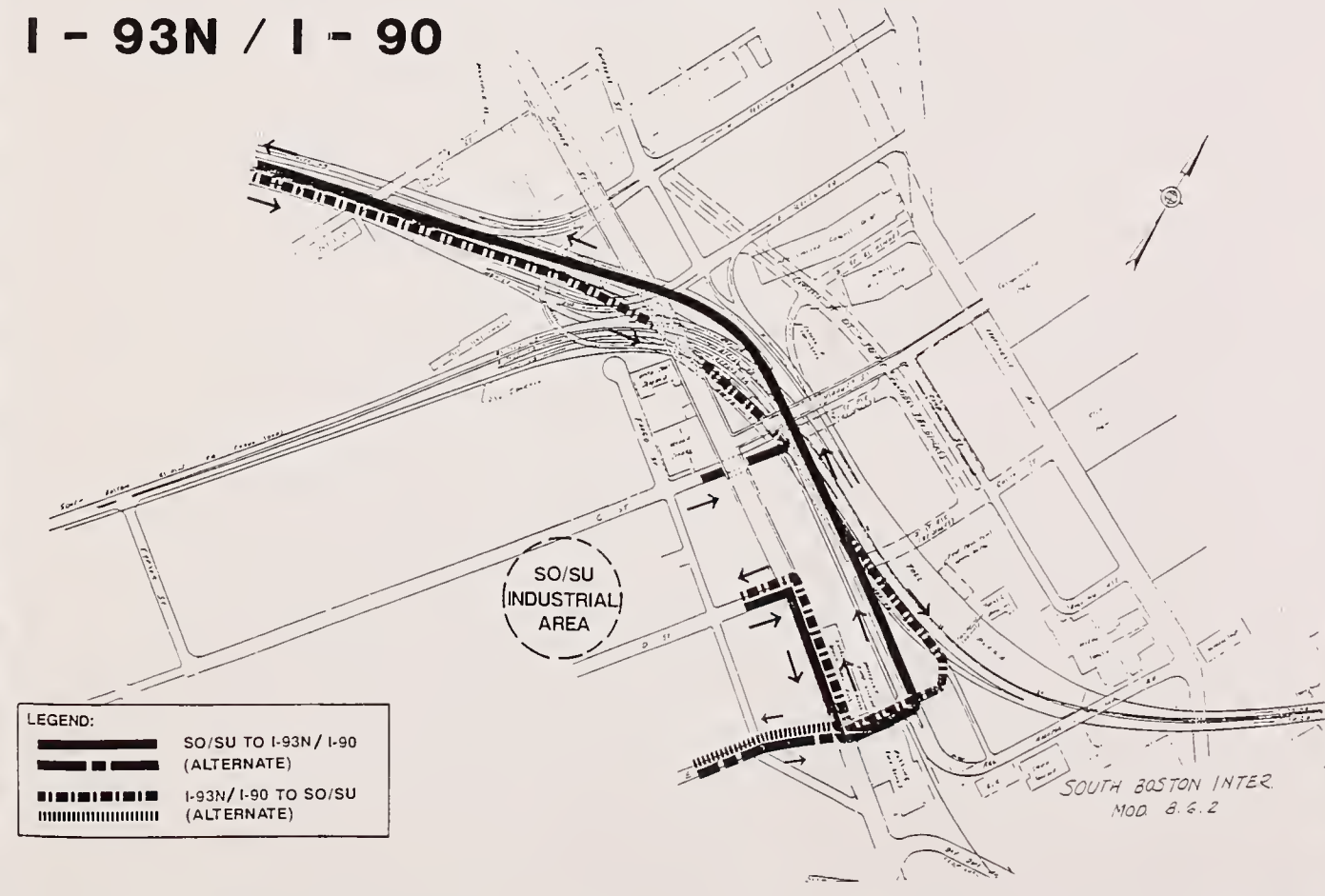
# I - 93S



# THIRD HARBOR TUNNEL



# I - 93N / I - 90



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TRUCK ACCESS / SUMMER STREET INDUSTRIAL AREA

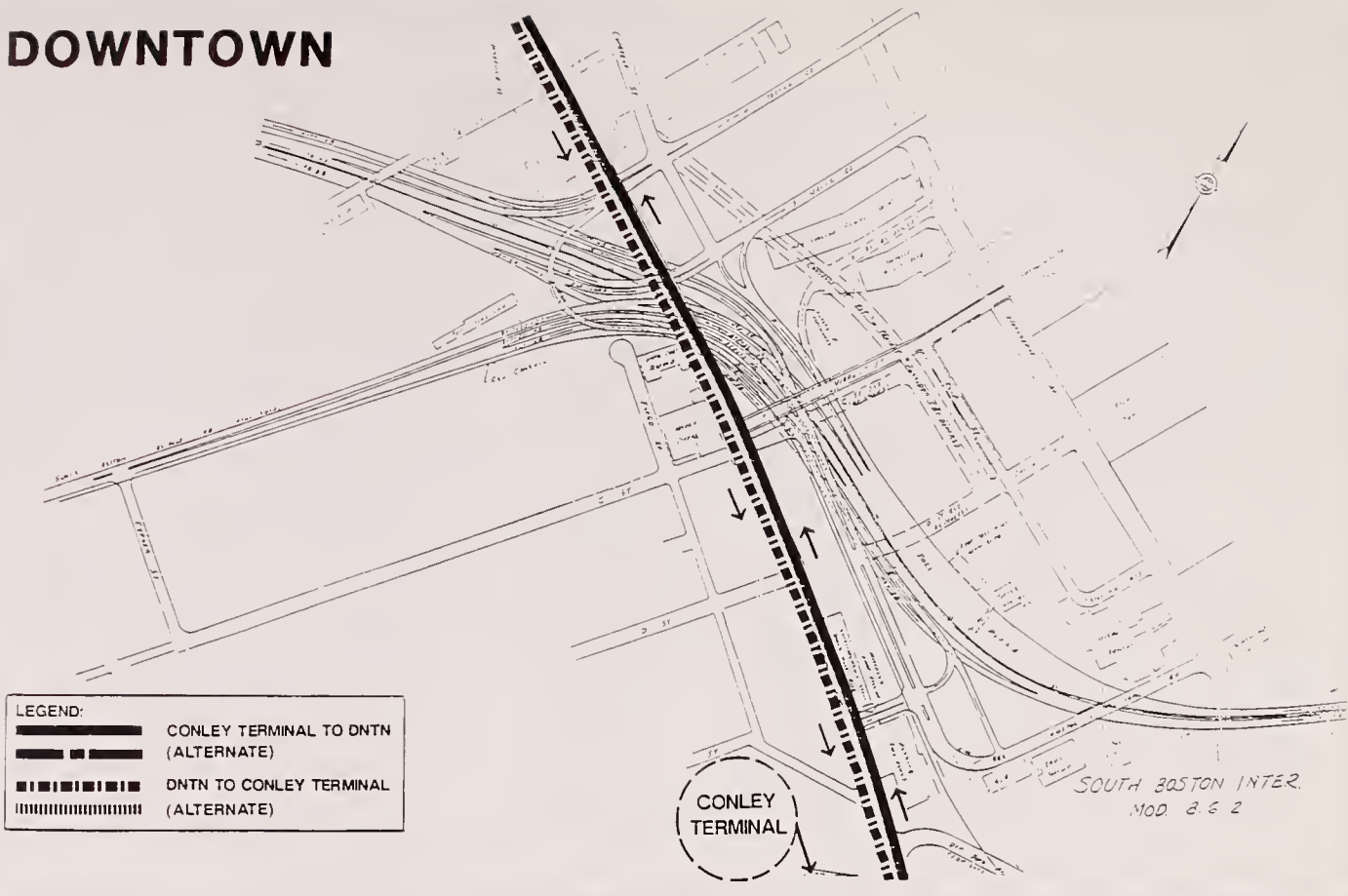
MAP A2



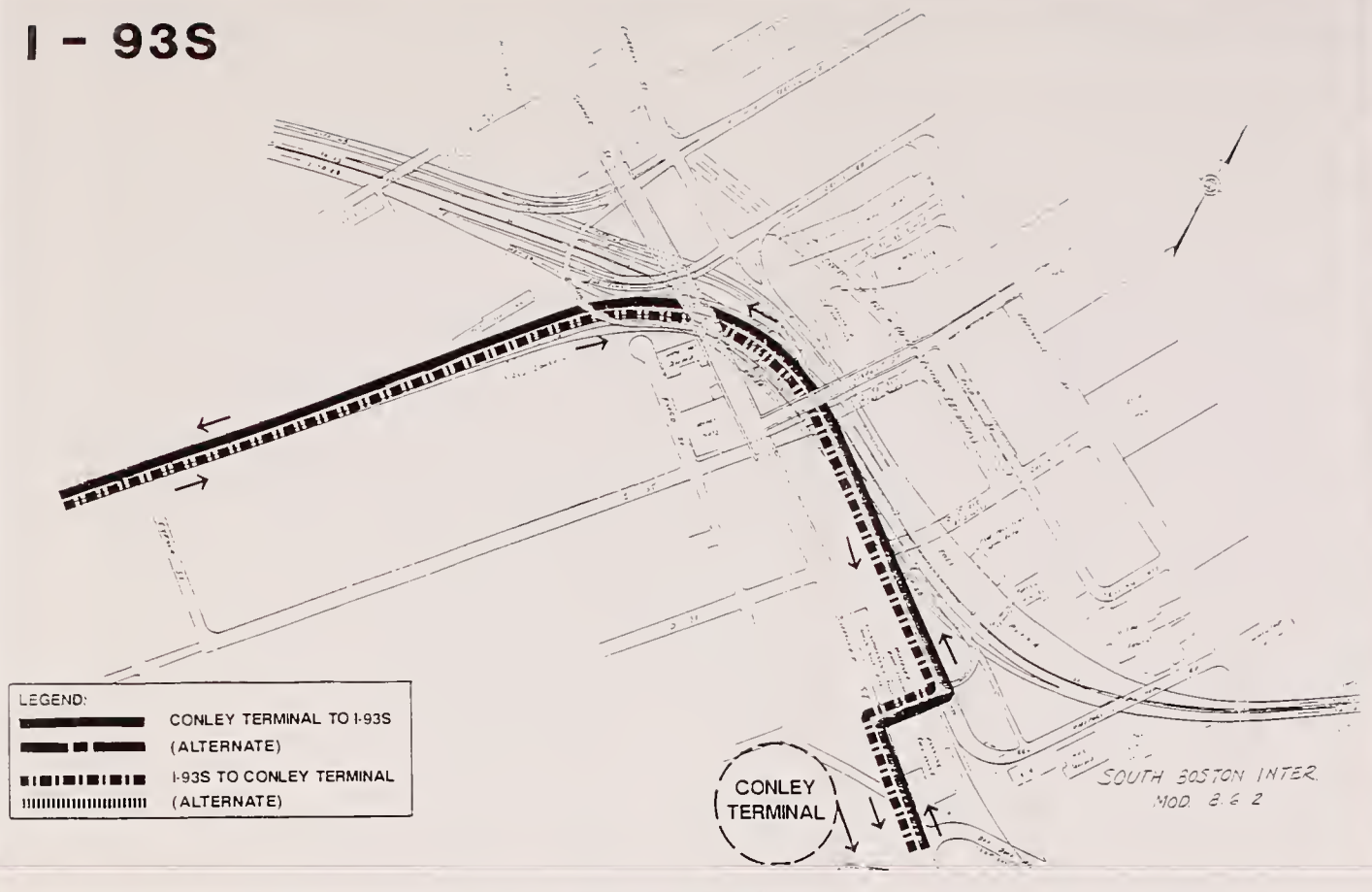




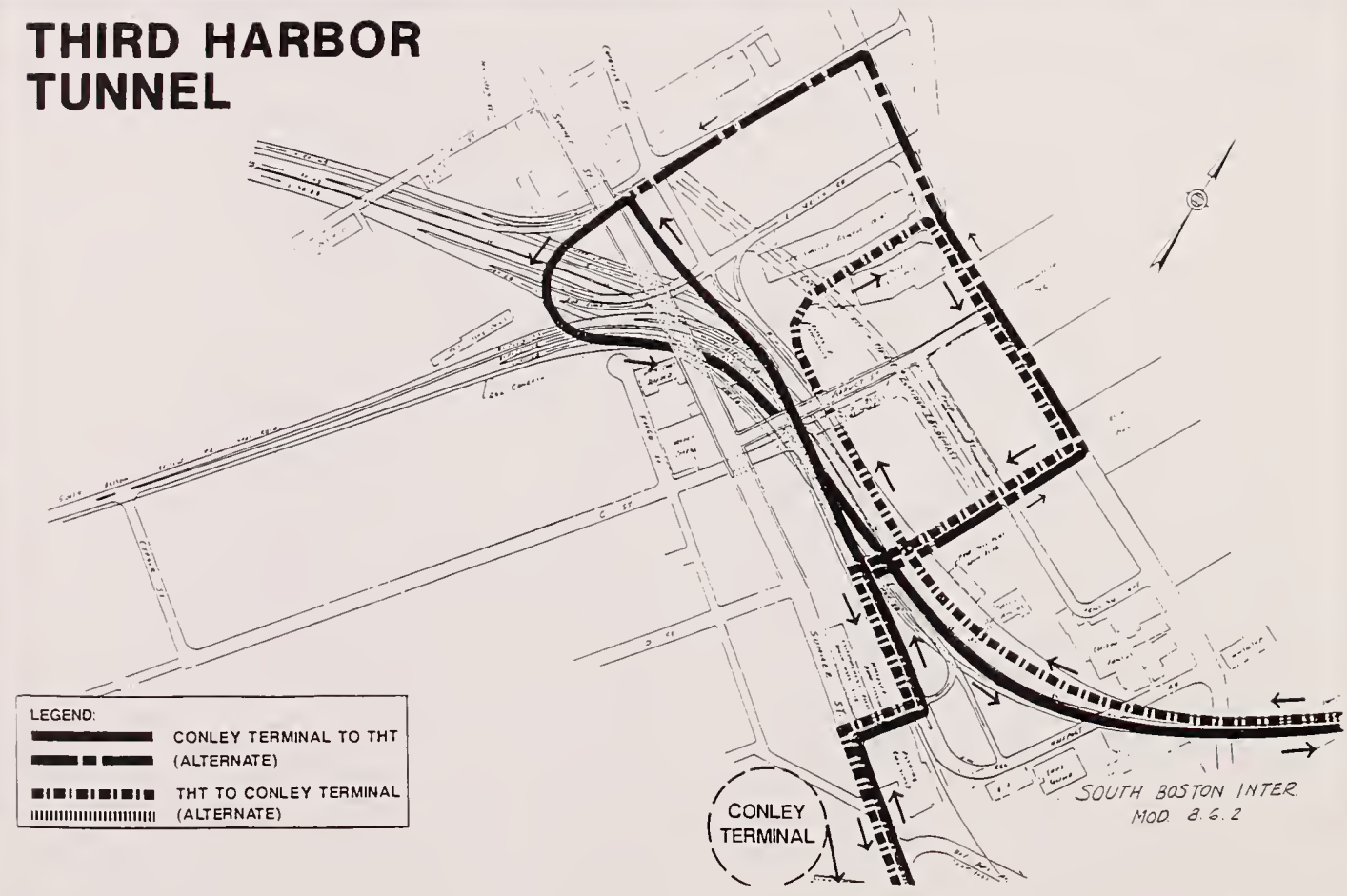
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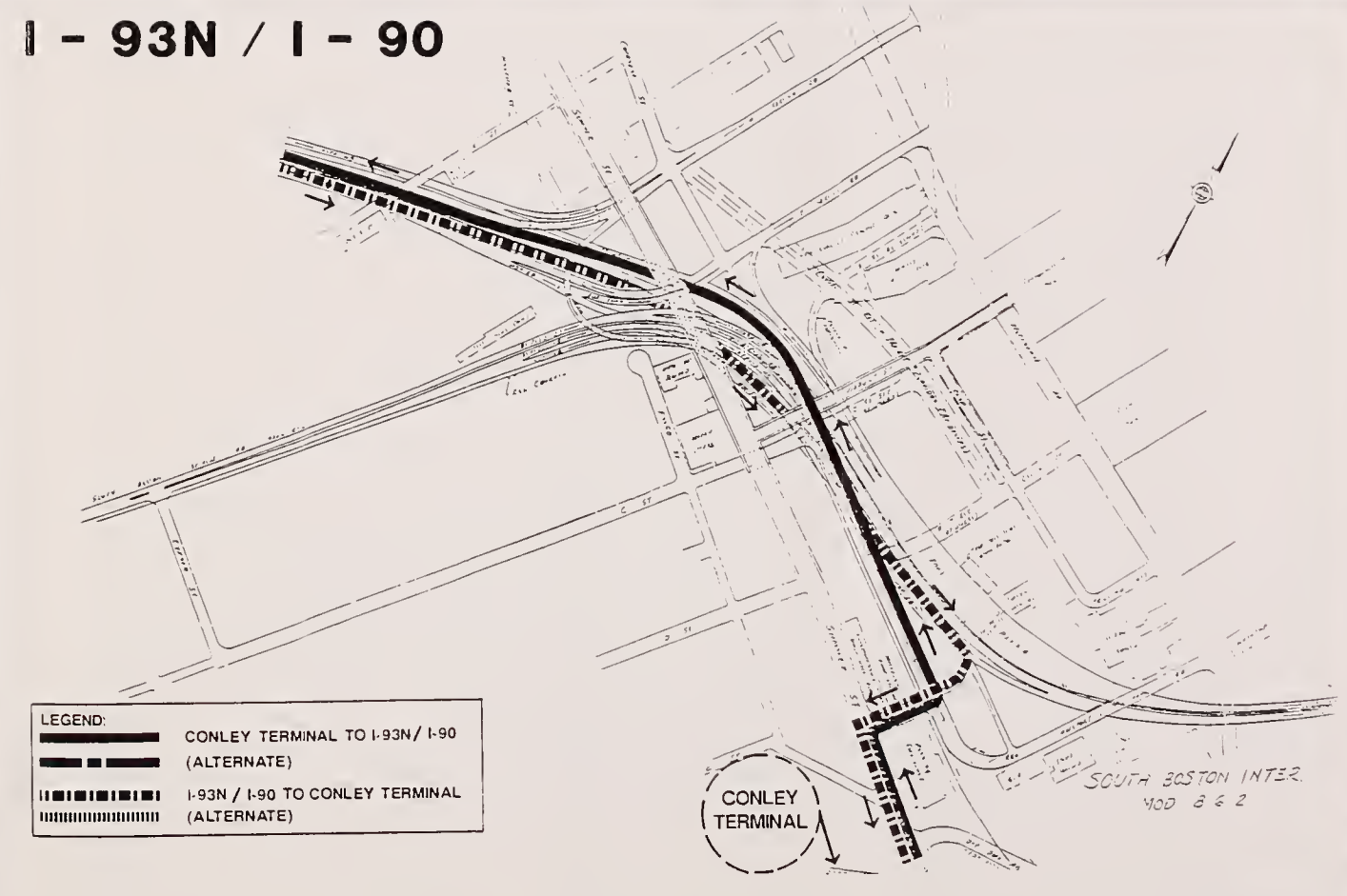
# I - 93S



# THIRD HARBOR TUNNEL



# I - 93N / I - 90

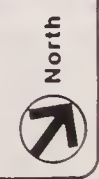


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INDUSTRY IN SOUTH BOSTON  
 TRUCK ACCESS / CONLEY TERMINAL

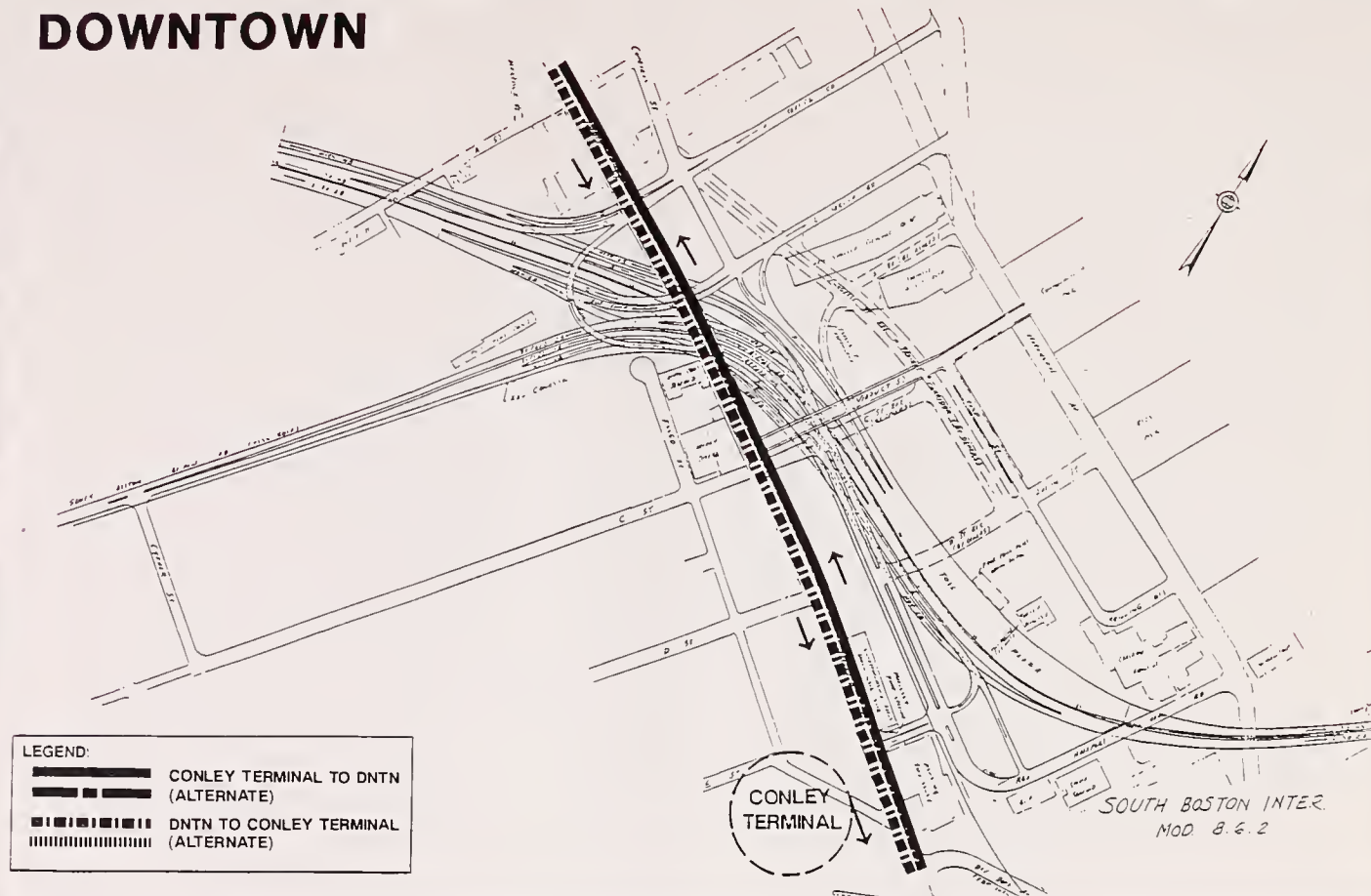
MAP A3



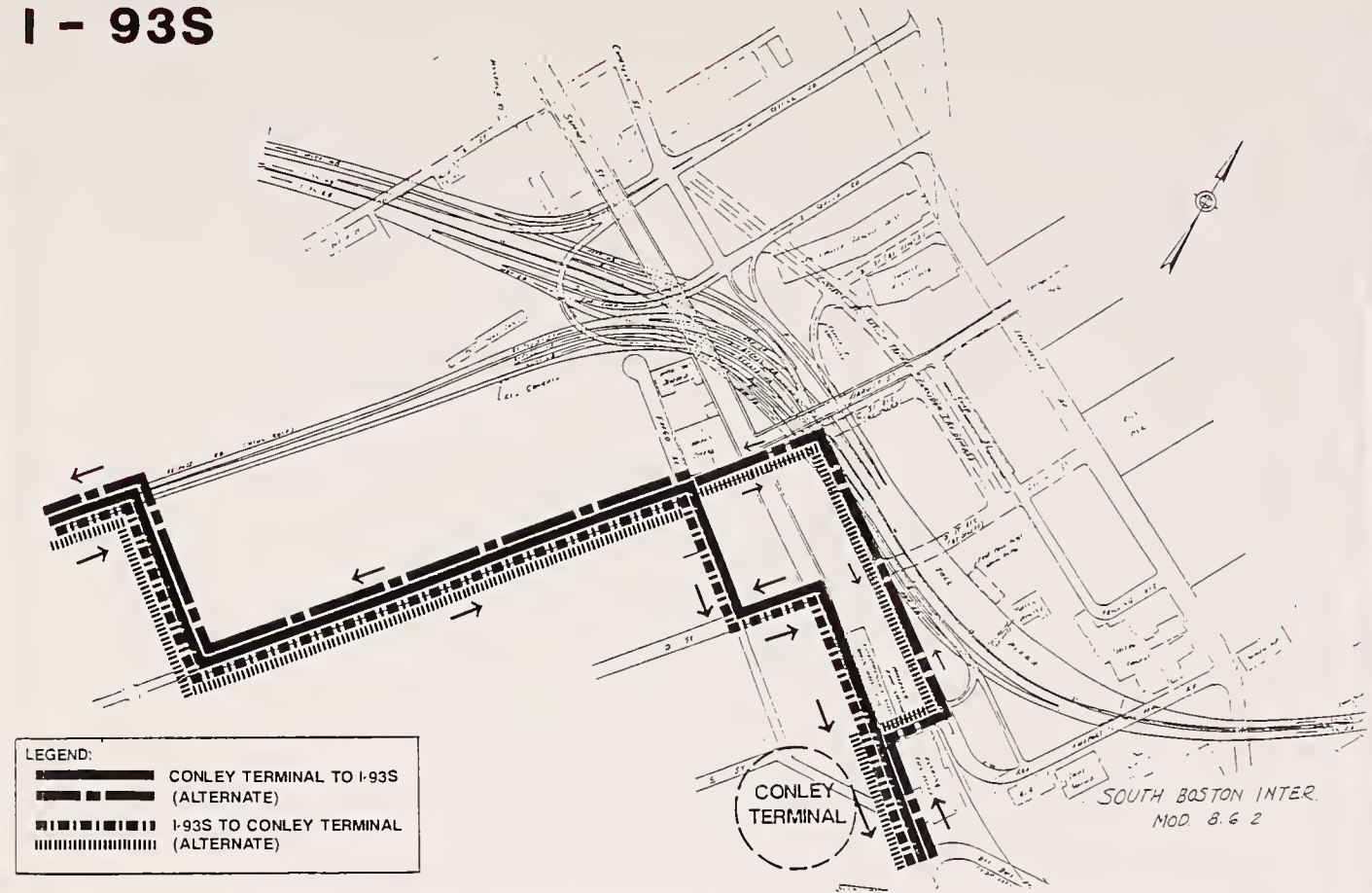




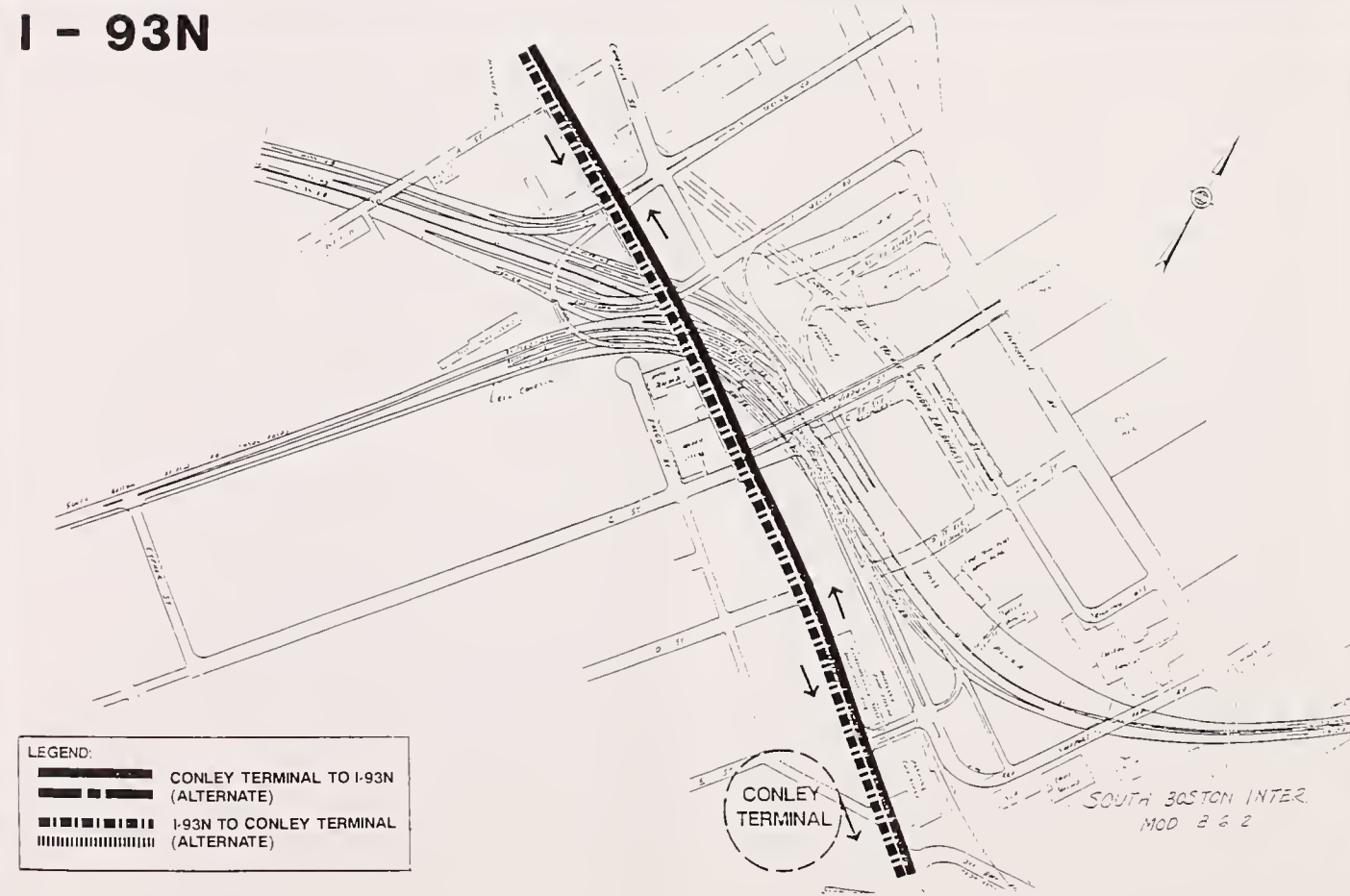
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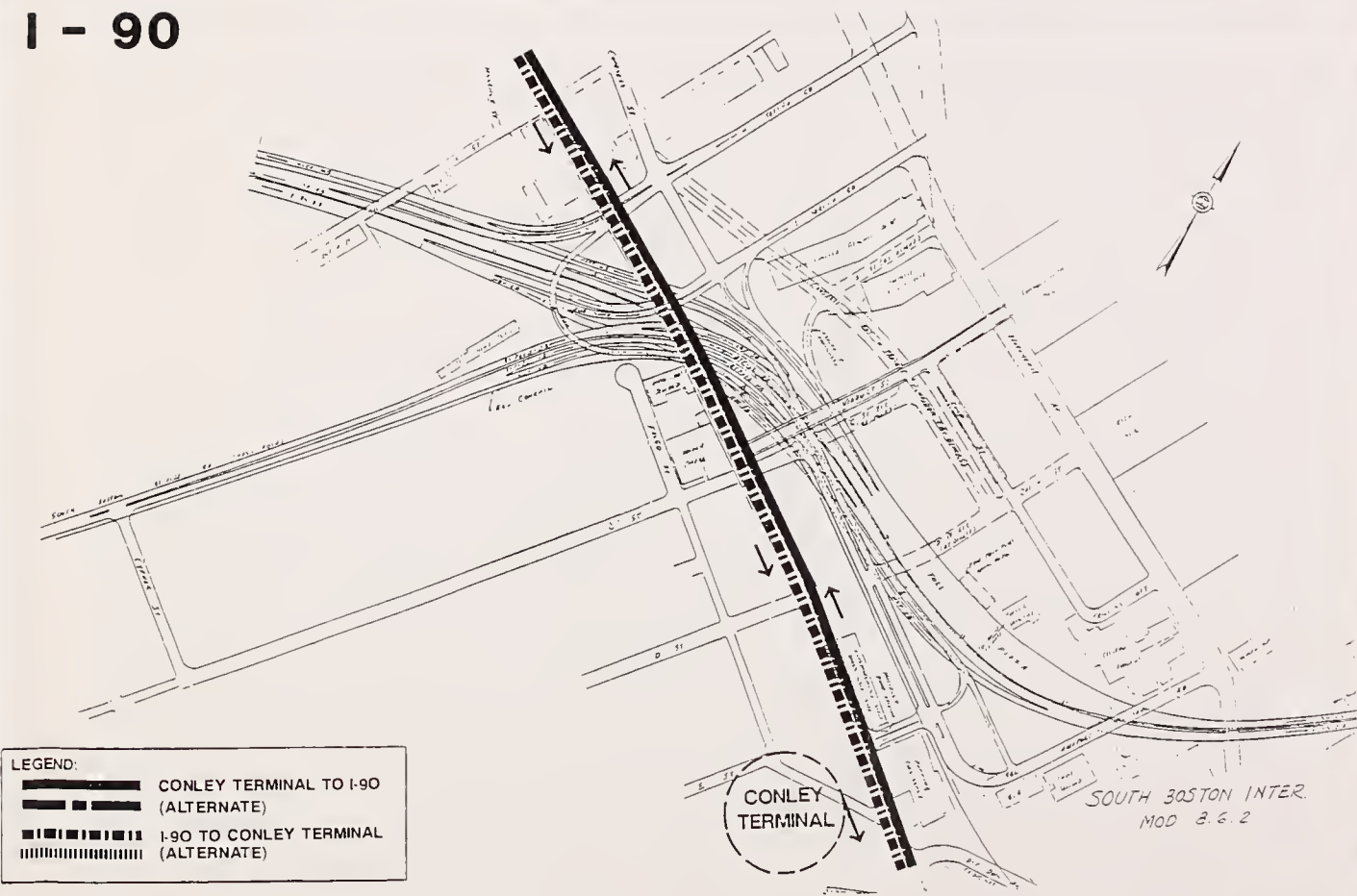
# I - 93S



# I - 93N



# I - 90



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INDUSTRY IN SOUTH BOSTON  
 TRUCK ACCESS / CONLEY TERMINAL  
 (HAZARDOUS CARGO)

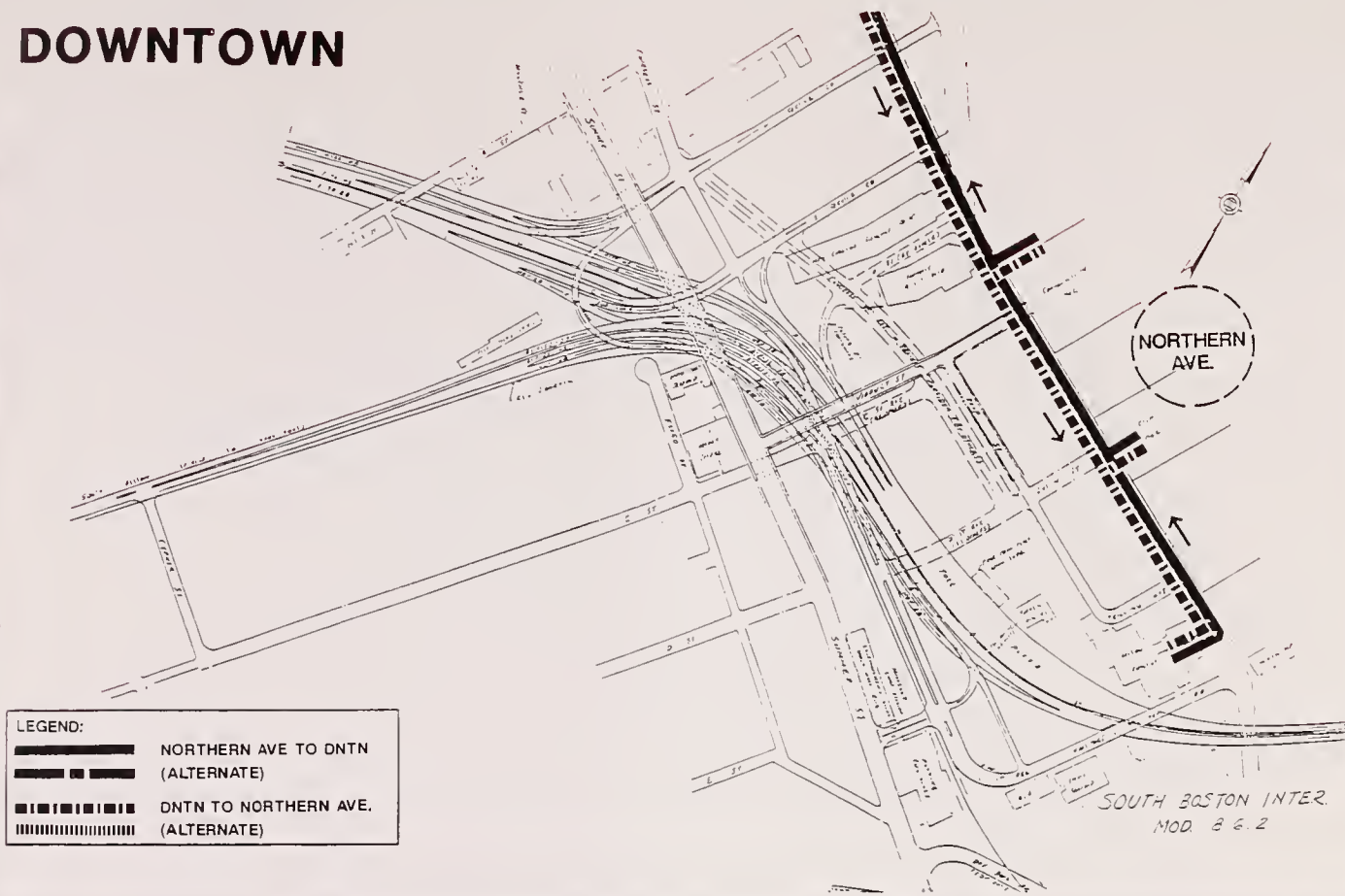
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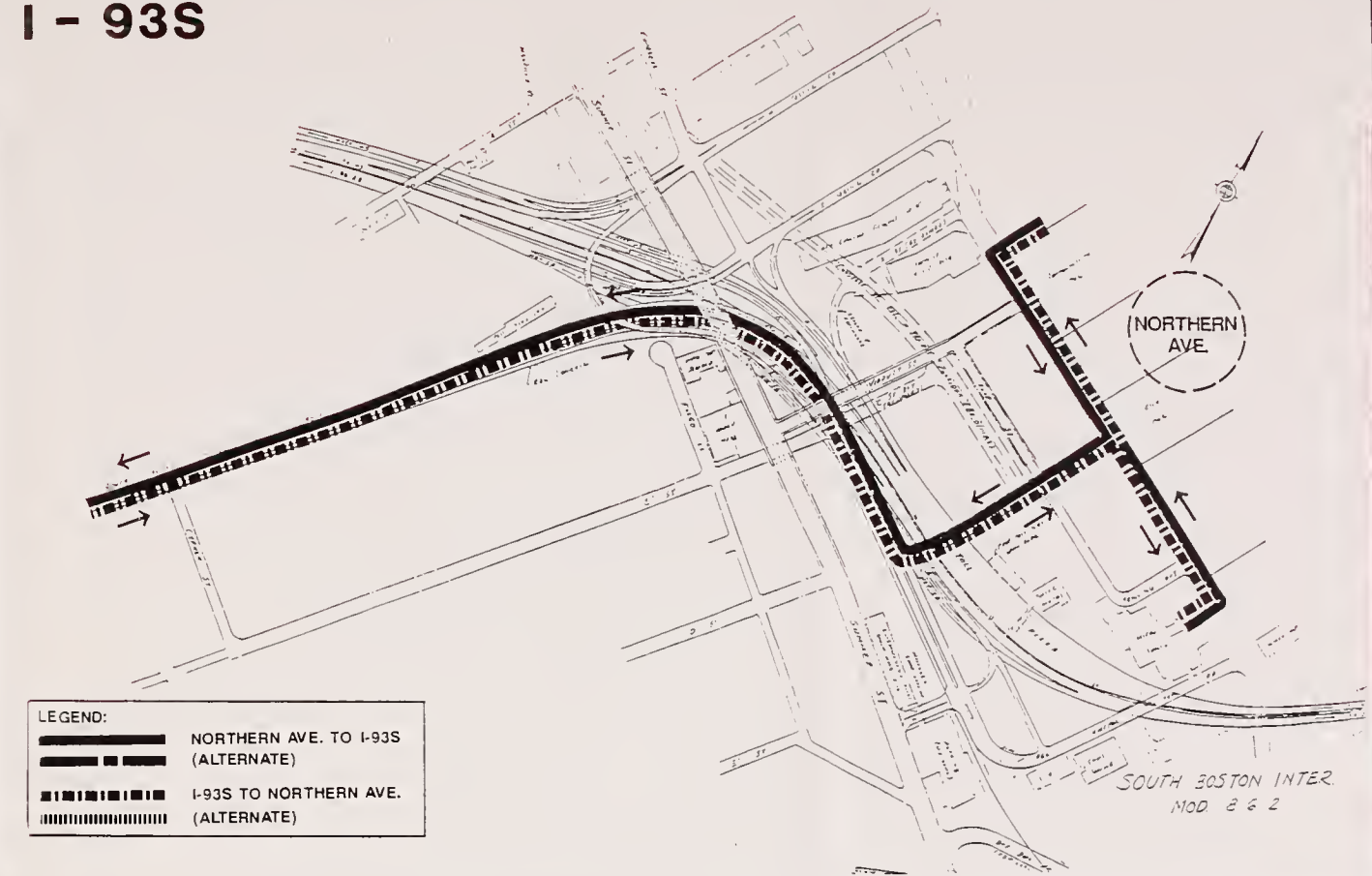




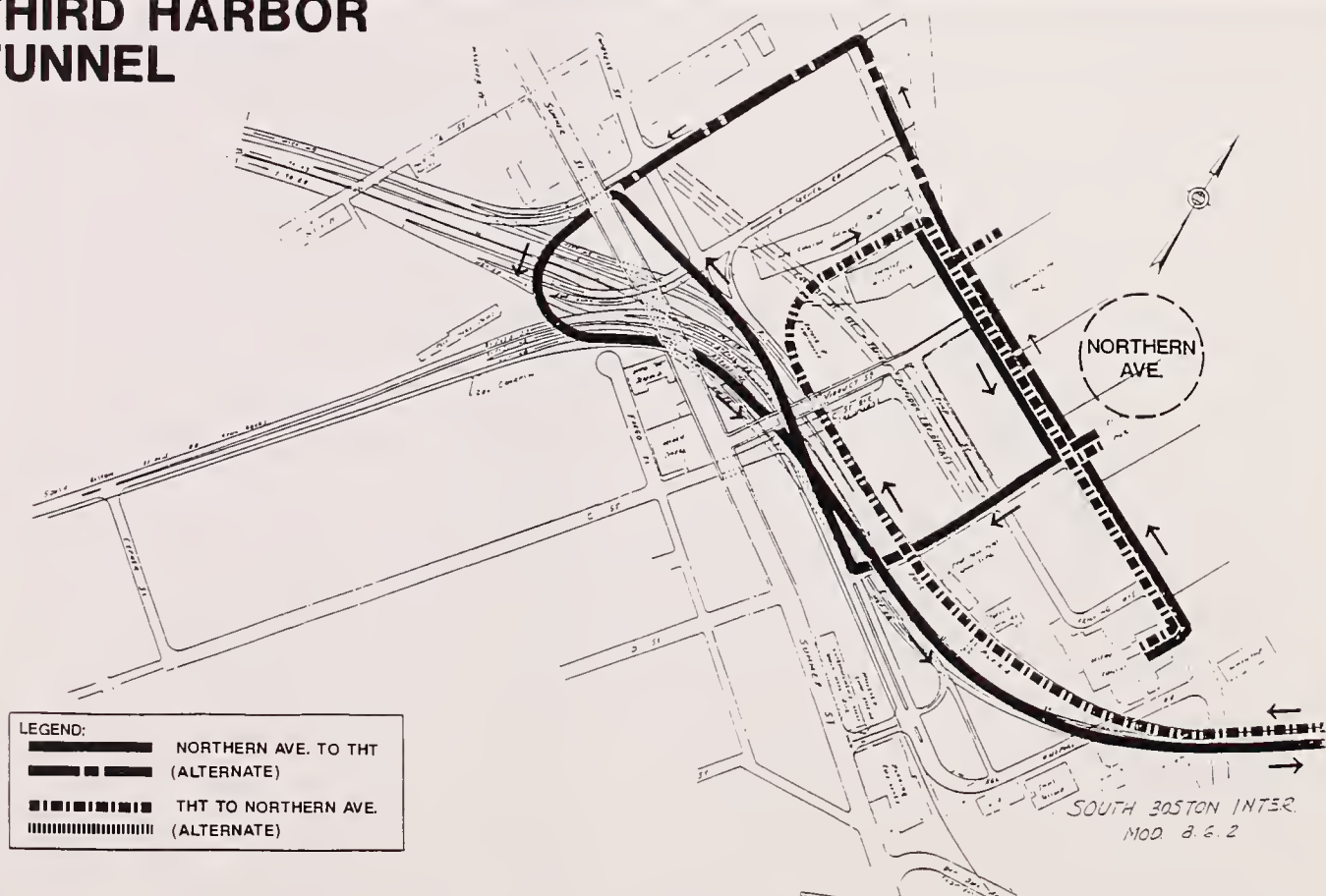
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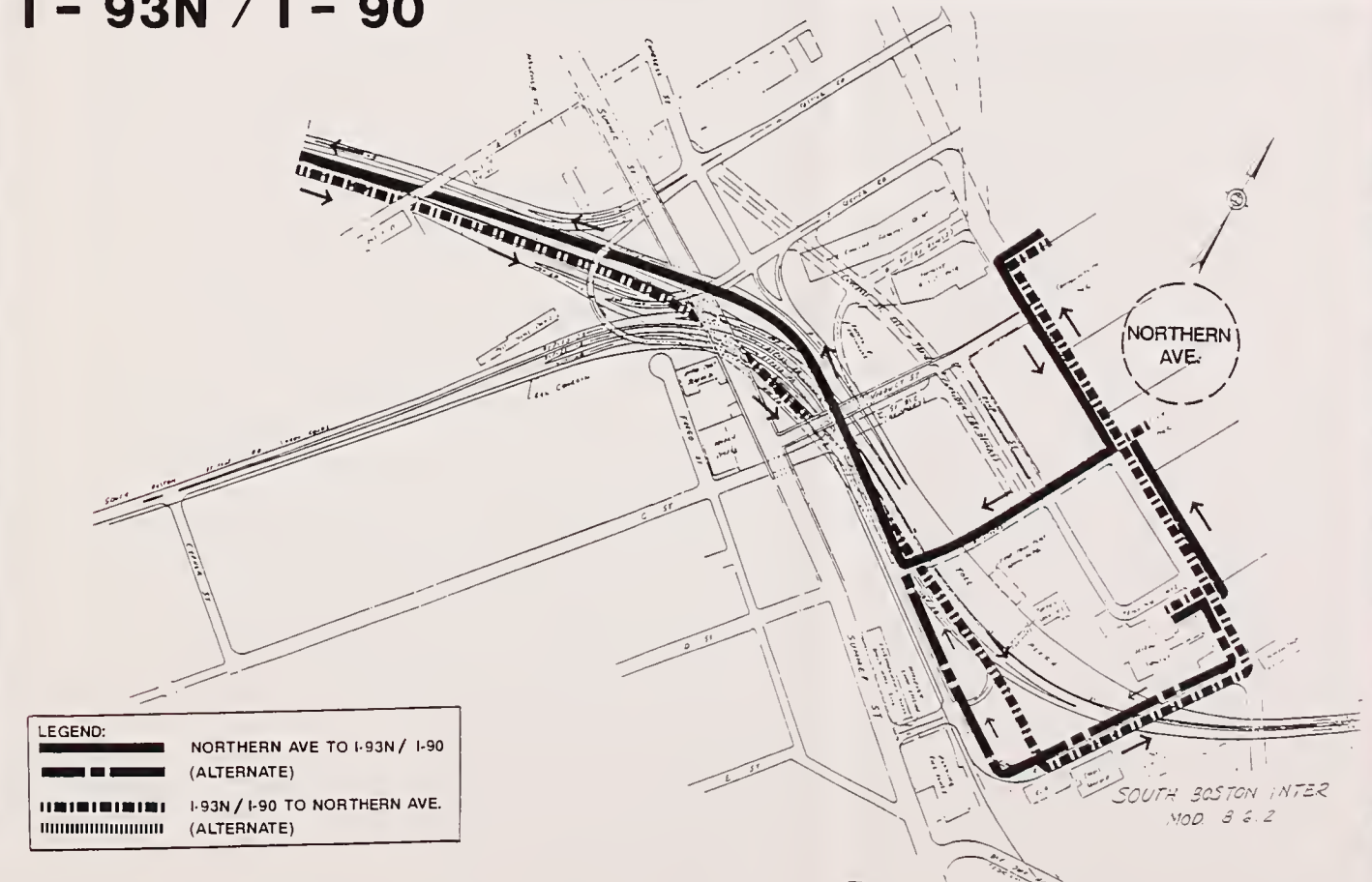
## I - 93S



## THIRD HARBOR TUNNEL



## I - 93N / I - 90



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INDUSTRY IN SOUTH BOSTON

TRUCK ACCESS / NORTHERN AVENUE

MAP A5







## **APPENDIX B: PROPOSED REGIONAL TRUCK ROUTES/TRUCK ACCESS MATRIX**

The matrix illustrates the degree of feasibility of the proposed truck routes/truck access between specific areas in South Boston and the Third Harbor Tunnel, I-93, I-90 (Massachusetts Turnpike), and Downtown Boston. The areas in South Boston which are represented in the matrix are EDIC's Marine Industrial Park, the Summer Street Industrial Area (subareas south of Summer Street), the Conley Terminal, and Northern Avenue.

















































The routes are classified as feasible truck routes, semifeasible truck routes, and truck routes which need more work. These categories were based on the following criterion and definition:

- o Feasible truck routes are the routes which are direct, involve the least amount of turns, and have the shortest distance from the point of origin to the regional transportation system.
- o Semifeasible truck routes are those which are not direct and require several turns to get from the point of origin to the transportation system. They also include the routes wherein the construction phases are not yet coordinated.
- o Truck routes which need more work are the routes which are not direct, involve longer travel distances, and require switching to and from local streets and expressways.



## TRUCK ACCESS TO SOUTH BOSTON'S INDUSTRIAL AREAS

The matrix represents truck accessibility between the four South Boston industrial areas and the Third Harbor Tunnel, I-93, I-90 (MassPike) and Downtown.

Area	3rd Harbor Tunnel (1-A)		I - 90 (MassPike)		I - 93 South		I - 93 North		Downtown	
	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM
EDIC's Marine Industrial Park										
SO/SU Industrial District										
Conley Terminal										
Conley Terminal (Hazardous Cargo)	N/A	N/A								
Northern Avenue										

### KEY:



Feasible Truck Route



Somewhat feasible Truck Route



Truck Route needs work

**EDIC/Boston**





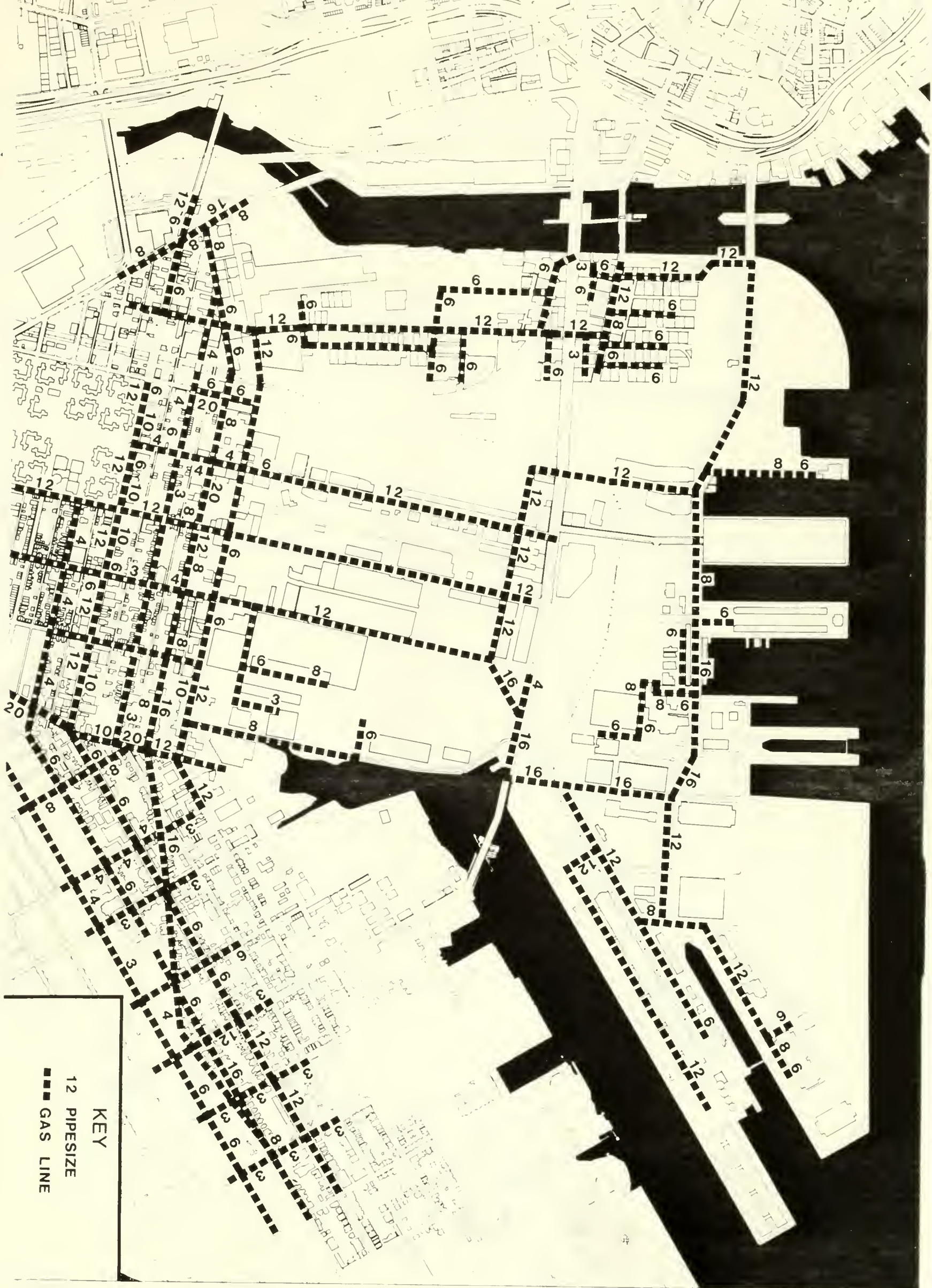
## **APPENDIX C: PUBLIC UTILITIES**

The development of public utilities' layout is important in the planning effort for the South Boston Industrial Area. The growth of industries in the Area is dependent on their ability to access water and gas.

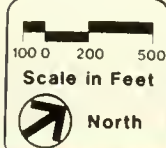
The two public utilities maps below indicate the layout and pipe size of gas and water access in the Area. Map C1 illustrates the gas utility plan for the South Boston Industrial Area. Map C2 illustrates the water distribution system for the Area. Maps C1 and C2 describe the development potential and the impact of the development of water and gas distribution system on the Area's industries and residents.







MAP C1



INDUSTRY IN SOUTH BOSTON

GAS UTILITY PLAN

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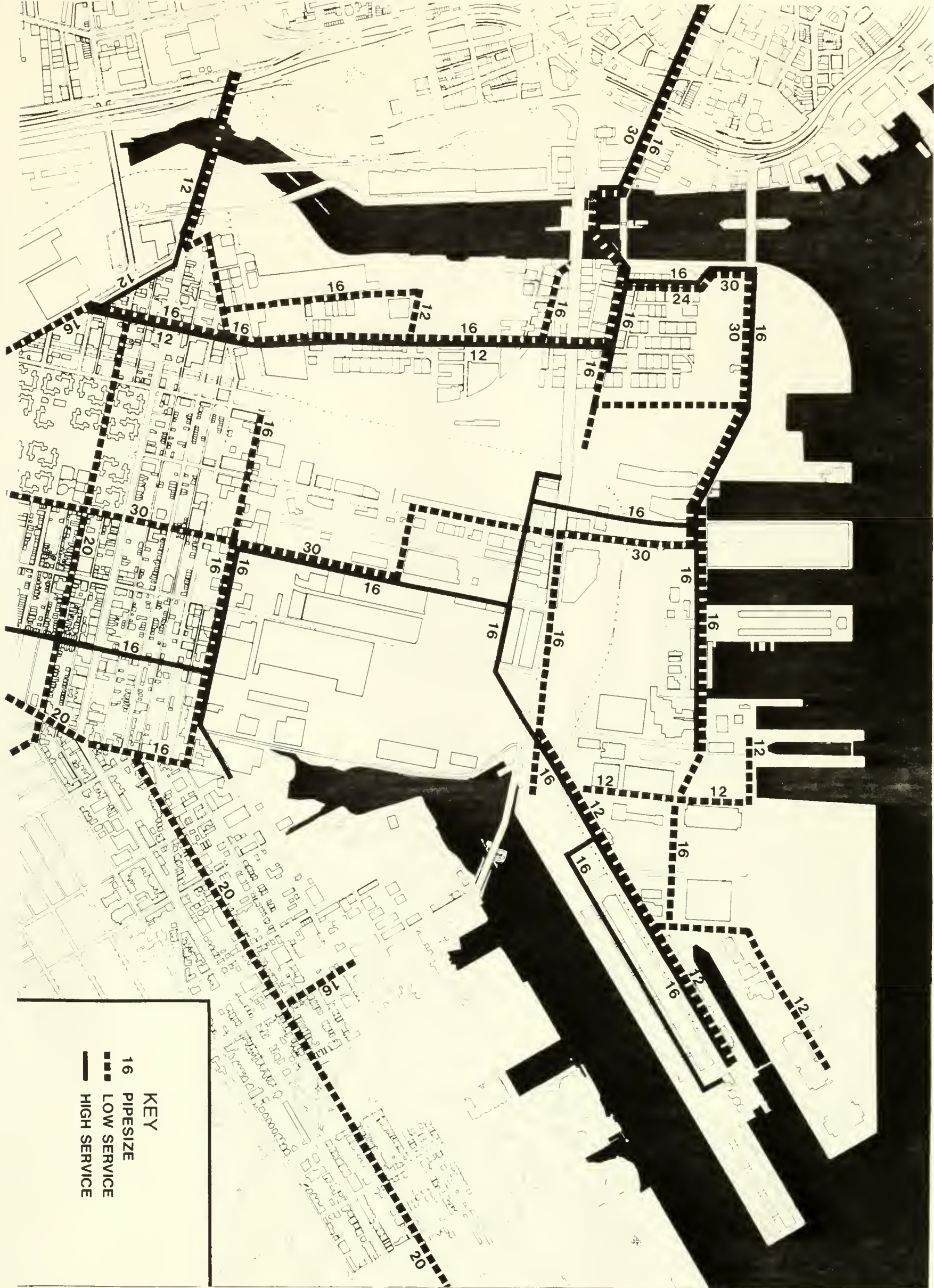
**EDIC/Boston**

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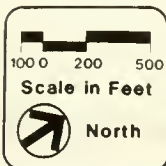
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MAP C2



## INDUSTRY IN SOUTH BOSTON

## WATER DISTRIBUTION SYSTEM

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